CASE COVER SHEET

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

PLANNING & ZONING CASE NO. Z2024-005

PLANNING & ZONING FEE

PLATTING APPLICATION
- ☐ MASTER PLAT
- ☐ PRELIMINARY PLAT
- ☐ FINAL PLAT
- ☐ REPLAT
- ☐ AMENDING OR MINOR PLAT
- ☐ PLAT REINSTATEMENT REQUEST

SITE PLAN APPLICATION
- ☐ SITE PLAN
- ☐ AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING

ZONING APPLICATION
- ☐ ZONING CHANGE
- ☑ SPECIFIC USE PERMIT
- ☐ PD DEVELOPMENT PLAN

OTHER APPLICATION
- ☐ TREE REMOVAL
- ☐ VARIANCE REQUEST/SPECIAL EXCEPTIONS

RECORD OF RECOMMENDATIONS, VOTING RECORDS, AND CONDITIONS OF APPROVAL

ARCHITECTURE REVIEW BOARD

PLANNING AND ZONING COMMISSION

CITY COUNCIL READING #1

CITY COUNCIL READING #2

CONDITIONS OF APPROVAL

NOTES

DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY
PLANNING & ZONING CASE NO.

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING:

CITY ENGINEER:

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:
- ☐ MASTER PLAT ($100.00 + $15.00 ACRE) [1]
- ☐ PRELIMINARY PLAT ($200.00 + $15.00 ACRE) [1]
- ☐ FINAL PLAT ($300.00 + $20.00 ACRE) [1]
- ☐ REPLAT ($300.00 + $20.00 ACRE) [1]
- ☐ AMENDING OR MINOR PLAT ($150.00)
- ☐ PLAT REINSTATEMENT REQUEST ($100.00)

SITE PLAN APPLICATION FEES:
- ☐ SITE PLAN ($250.00 + $20.00 ACRE) [1]
- ☐ AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN ($100.00)

ZONING APPLICATION FEES:
- ☒ ZONING CHANGE ($200.00 + $15.00 ACRE) [1]
- ☐ SPECIFIC USE PERMIT ($200.00 + $15.00 ACRE) [1 & 2]
- ☐ PD DEVELOPMENT PLANS ($200.00 + $15.00 ACRE) [1]

OTHER APPLICATION FEES:
- ☐ TREE REMOVAL ($75.00)
- ☐ VARIANCE REQUEST/SPECIAL EXCEPTIONS ($100.00) [2]

NOTES:
1: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.
2: A ***$1,000.00*** FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS	NORTHWEST CORNER OF FM 3549 AND EAST INTERSTATE 30				
SUBDIVISION	ROCKWALL COMMERCIAL	LOT	SEE SURVEY	BLOCK	SEE SURVEY
GENERAL LOCATION	NORTHWEST CORNER OF FM 3549 AND EAST INTERSTATE 30				

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING	COMMERCIAL (C)	CURRENT USE	NONE
PROPOSED ZONING	PLANNED DEVELOPMENT	PROPOSED USE	MIXED-USE
ACREAGE	65.147	LOTS [CURRENT]	4
LOTS [PROPOSED]	TBD - PER FUT. PLAN		

☒ ***SITE PLANS AND PLATS:*** *BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB3167 THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.*

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

☐ OWNER	ROCKWALL 549/I30 PARTNERS LP	☒ APPLICANT	KIMLEY-HORN
CONTACT PERSON	RONALD P. BERLIN	CONTACT PERSON	ANTHONY LOEFFEL
ADDRESS	8750 CENTRAL EXPRESSWAY	ADDRESS	400 N. OKLAHOMA DR, SUITE 105
	SUITE 1735		
CITY, STATE & ZIP	DALLAS, TEXAS, 75231	CITY, STATE & ZIP	CELINA, TEXAS, 75009
PHONE	214-691-2556	PHONE	469-301-2581
E-MAIL	RON@BERLININTERESTS.COM	E-MAIL	ANTHONY.LOEFFEL@KIMLEY-HORN.COM

NOTARY VERIFICATION [REQUIRED]

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED RONALD P. BERLIN [*OWNER*] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF $ 1,177.21 *, TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE* 19th *DAY OF* Jan *, 20* 24 *. BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."*

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 19 *DAY OF* Jan *, 20* 24

OWNER'S SIGNATURE Ronald P. Berlin

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

DANIEL KENNETH LEINAUER
My Notary ID # 131995689
Expires September 1, 2027

MY COMMISSION EXPIRES 9/1/2027

Kimley»Horn

January 19, 2024

Mr. Ryan Miller
Director of Planning
City of Rockwall
385 S. Goliad
Rockwall, TX 75087

RE: Proposed Zoning Change at NWC of FM 3549 and IH-30
Letter of Explanation
Rockwall, Texas

Mr. Miller:

At the request of the Owner parcel 114981, 114982, 26819 and 26818 per Rockwall CAD, we are requesting a zoning change of the approximately 66 acres of land at the northwest corner of FM 3549 and Interstate 30. We are requesting a Planned Development (PD) zoning change from Commercial (C) to Planned Development (PD) Zoning District.

Sincerely,

Anthony Loeffel, P.E.

TRACT 1

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77 and John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being all of Lot 1R, Block C of Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the Plat thereof recorded in Instrument No. 20210000008470 of the Plat Records of Rockwall County, Texas.

TRACT 2

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and being a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8" iron rod with a cap stamped "TXDOT" found for the southwest corner of said Lot 1, Block D and the northeast corner of the intersection of northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way) with the easterly right-of-way line of Conveyors Street (a 60-foot right-of-way), same being at the beginning of a non-tangent curve to the right with a radius of 397.84 feet, a central angle of 13°52'57", and a chord bearing and distance of North 10°51'16" West, 96.16 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, and with said non-tangent curve to the right, an arc distance of 96.40 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

THENCE North 03°13'23" West, continuing along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, passing at a distance of 228.03 feet a 5/8" iron rod with a red plastic cap stamped "KHA" found for the northernmost southwest corner of said Lot 1, Block B, continuing along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street a total distance of 706.26 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'45" East, 308.22 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street the following courses and distances:

> In a northerly direction, with said tangent curve to the right, an arc distance of 309.12 feet to the beginning of a reverse curve to the left with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'50" East, 125.86 feet, from which a 5/8" iron rod with plastic cap stamped "KHA" found bears South 57°02'14" East, a distance of 0.35 feet;
>
> In a northerly direction, with said reverse curve to the left, an arc distance of 126.15 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found for corner;
>
> North 01°43'20" West, a distance of 9.59 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the most southerly northwest corner of said Lot 1, Block B same being the southernmost end of a right-of-way corner clip at the intersection of the east right-of-way line of said Conveyors Street and the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas;

THENCE North 43°16'40" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the northernmost end of said right-of-way clip same being the most northerly northwest corner of said Lot 1, Block B;

THENCE North 88°16'40" East, along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, a distance of 261.47 feet to a point for corner on the easterly line of said 8.40 gross acre tract and the westerly line of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, Real Property Records of Rockwall County, Texas;

THENCE South 01°12'38" East, departing the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a 1/2-inch iron rod found for the easterly, southeast corner of said 8.40 gross acre tract and the northeast corner of a called 1.00 acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, Real Property Records of Rockwall County, Texas, same also being an ell corner of said Lot 1, Block B;

THENCE South 87°29'50" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract;

THENCE South 01°17'14" East, departing the southerly line of said Lot 1, Block B, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing aforesaid Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod with a plastic cap, stamped "RPLS 5034" found for the southwest corner of said 1.00-acre tract, the southerly and the southeast corner of said 8.40 gross acre tract, same being on the southerly line of aforesaid Lot 1, Block D and the northerly right-of-way line of aforesaid Interstate Highway 30;

THENCE South 72°46'08" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block D and along the northerly right of way line of said Interstate Highway 30, a distance of 136.40 feet to the **POINT OF BEGINNING** and containing 349,085 square feet or 8.014 acres of land, more or less.

TRACT 3

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, and all of a called 1.00-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, both of the Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8" iron rod with a red plastic cap stamped "KHA" found for the most southerly southeast corner of said Lot 1, Block B and in the northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way);

THENCE along the common line of said Lot 1, Block B and the northerly right-of-way line of said Interstate Highway 30, the following courses and distances:

> South 72°46'18" West, a distance of 384.46 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;
>
> South 64°14'27" West, a distance of 202.24 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

THENCE South 72°46'08" West, continuing along said common line and the south line of said Lot 1, Block D, and passing at a distance of 1507.74 feet a 5/8" iron rod with a red plastic cap stamped "KHA" found for the southeast corner of said Lot 1, Block D, continuing along said line a total distance of 1,677.69 feet to a 1/2-inch iron rod found for the southwest corner of aforesaid 1.00-acre tract, same being the southerly, southeast corner of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas;

THENCE North 01°17'14" West, departing the northerly right-of-way line of said Interstate Highway 30 and the southerly line of said Lot 1, Block D, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing said Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract, same also being on a southerly line of aforesaid Lot 1, Block B;

THENCE North 87°29'50" East, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northeast corner of said 1.00-acre tract and the easterly, southeast corner of said 8.40 gross acre tract and an ell corner of said Lot 1, Block B, same being on the westerly line of aforesaid 80.79-acre tract;

THENCE North 01°12'38" West, departing the southerly line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a point for on the corner on the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas and the north line of said Lot 1, Block B;

THENCE along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, the following courses and distance:

North 88°16'40" East, a distance of 331.59 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a tangent curve to the left with a radius of 1,592.50 feet, a central angle of 17°40'38", and a chord bearing and distance of North 79°26'21" East, 489.38 feet;

In an easterly direction, with said tangent curve to the left, an arc distance of 491.33 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a reverse curve to the right with a radius of 3,979.40 feet, a central angle of 18°16'32", and a chord bearing and distance of North 79°44'18" East, 1,263.93 feet;

In an easterly direction, with said reverse curve to the right, an arc distance of 1,269.31 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;

North 88°52'34" East, a distance of 49.83 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the most northerly northeast corner of said Lot 1, Block B same being the northernmost end of a right-of-way corner clip at the intersection of the south right-of-way line of said Justin Road and the west right-of-way line of F.M. Highway 3549 (a variable width right-of-way);

THENCE South 46°07'44" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the southernmost corner of said corner clip same being the most southerly northeast corner of said Lot 1, Block B;

THENCE along the westerly right-of-way line of said F.M. Highway 3549 and the east line of said Lot 1, Block B the following courses and distances:

South 01°08'02" East, a distance of 165.78 feet to a 5/8” iron rod found for corner;

South 01°26'27" West, a distance of 113.61 feet to a 5/8” iron rod found for corner;

South 58°12'55" West, a distance of 98.69 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;

South 01°07'09" East, a distance of 441.34 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for the northernmost southeast corner of said Lot 1, Block B, from which a 5/8” iron rod found (disturbed) bears South 30°38'33” East, a distance of 1.35 feet;

South 35°33'35" West, a distance of 80.25 feet to the **POINT OF BEGINNING** and containing 2,175,068 square feet or 49.933 acres of land, more or less.

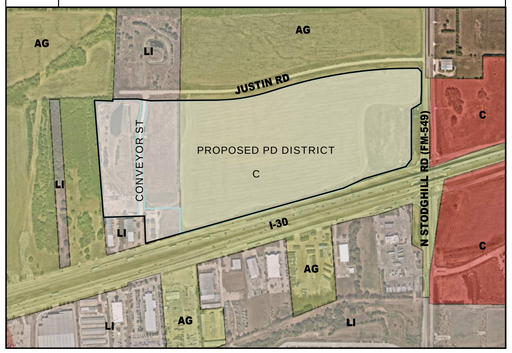
Concept Plan Informational Statement

The development will be primarily commercial and retail, aligned with the City of Rockwall's Comprehensive Plan, "*OURHometown 2040 Vision Comprehensive Plan*" (2018 Update). Notable exceptions are up to two proposed residential buildings in Area B. These residential buildings will provide a desirable 'mixed-use' look and feel to the overall development. The total acreage of the development is *67.59* acres and will be completed in phases. It is anticipated that Area A will be completed in 2025. Area B is expected to be developed over the next five years, with the entire development estimated to be complete in 2030.

Aerial Photo Showing Boundaries of the Proposed PD Concept Plan

TITLE BLOCK VERSION: 20210830

SITE LOCATION & ADJACENT LAND USES*



*NOT TO SCALE

NOTES

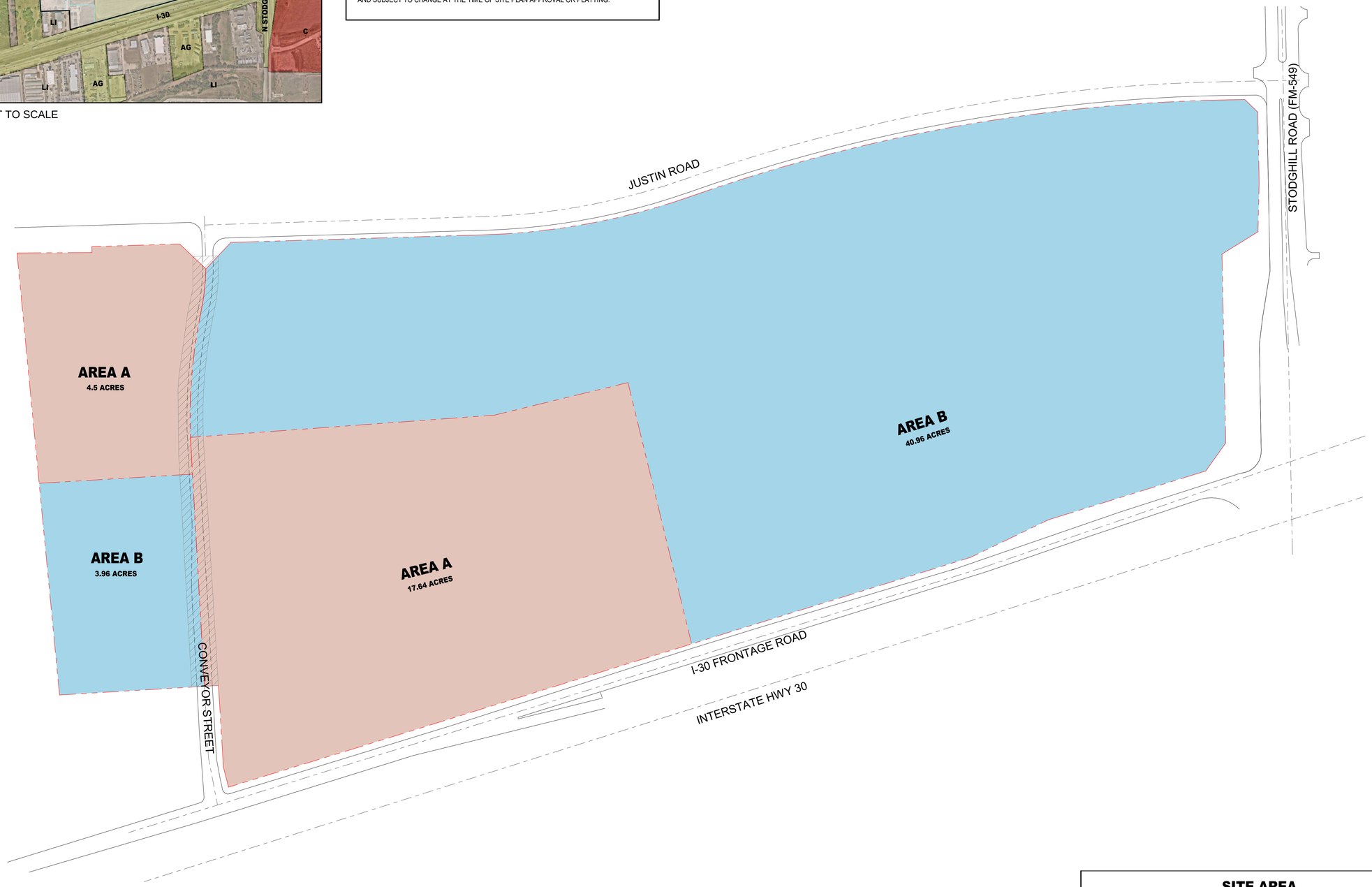
1. EXISTING CONVEYOR STREET DEDICATION TO BE ABANDONED AND TO BECOME PART OF THE SITE.

2. TOTAL PROPOSED PD DISTRICT SIZE INCLUDES THE CONVEYOR STREET ABANDONMENT.

3. CONDOMINIUM PROJECTS ARE PERMITTED IN AREA B. A MAXIMUM OF 2 CONDOMINIUM PROJECTS ARE PERMITTED, AND EACH PROJECT IS LIMITED TO 250 DWELLING UNITS.

4. PEDESTRIAN TRAFFIC/CONNECTION TO FUTURE DEVELOPMENT TO COMPLY WITH UDC ARTICLE 05, SECTION 4, SUBSECTION 04.01 AND TO BE SUBMITTED AS PART OF PD SITE PLAN.

5. THE LOCATION AND SIZE OF EACH AREA SHOWN ON THIS PLAN ARE APPROXIMATE AND SUBJECT TO CHANGE AT THE TIME OF SITE PLAN APPROVAL OR PLATTING.



PROPERTY LINES

ROAD CENTERLINE

CONVEYOR STREET ABANDONMENT

APPROX. SIZE = 1.37 ACRES

SCALE: 1" = 100'

0 50' 100' 200'

SITE AREA		
TOTAL AREA	**APPROX. SIZE**	**USE**
A	22.14 ACRES	COMMERCIAL
B	44.92 ACRES	CONDOMINIUM AND COMMERCIAL
TOTAL PD DISTRICT	67.06 ACRES	

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HKS

OWNER
ROCKWALL 549/1-30 PARTNERS, LP & CONVERYOR 130 PARTNERS, LP

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

ARCHITECT
GREENBERG FARROW
92 EAST MAIN ST, SUITE 410
SOMERVILLE, NJ 08876

CIVIL ENGINEER
KIMLEY HORN
TWO GALLERIA OFFICE TOWER, SUITE 700
DALLAS, TX 75240

LANDSCAPE
STUDIO OUTSIDE
824 EXPOSITION AVE, SUITE 5
DALLAS, TX 75226

ROCKWALL COMMERCIAL ADDITION - LOT 1, BLOCK B LOT 1R, BLOCK C & LOT 1, BLOCK D

PROJECT ADDRESS: 89.607 ACRES: LOT 1, BLOCK B; LOT 1R, BLOCK C; AND LOT 1, BLOCK D
JOHN ROSS SURVEY, ABSTRACT NO. 187
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

SEAL & SIGNATURE

KEY PLAN

N

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
26068.000
DATE
01/19/24
ISSUE

SHEET TITLE
PD CONCEPT PLAN

SHEET NO.
01

PRINT DATE: 1/19/2024 10:39:58 AM TEMPLATE VERSION: 23.0.4

TITLE BLOCK VERSION: 2021/0630

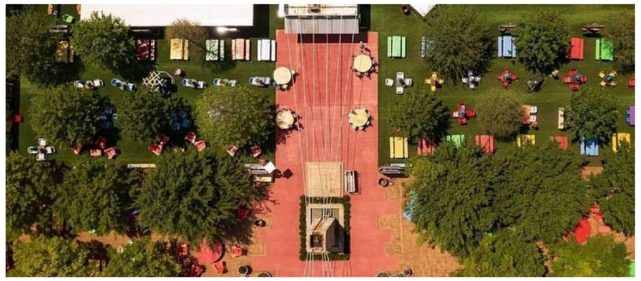
Legacy West — Plano, TX

Retail + Office: 415,000 SF

Food Hall: 55,000 SF

Residential: 1300 Units

Hotel: 300 Rooms



Trinity Groves — Dallas, TX

Retail: 30,000 SF

Residential: 350 Units

The Domain — Austin, TX

Retail: 685,000SF

Office: 80,000SF

Residential: 400 Units

Snider Plaza — Dallas, TX

Shops at Park Lane — Dallas, TX

Retail: 550,000 SF

Office: 500,000 SF

Residential: 550 Units

Watters Creek — Allen, TX

Retail: 520,000 SF

Office: 170,000 SF

Residential: 285 Units

NOTES

1. IMAGERY DEPICTED IS ILLUSTRATIVE AND NON-BINDING.

HKS

OWNER
ROCKWALL 549/1-30 PARTNERS, LP & CONVERYOR 130 PARTNERS, LP

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

ARCHITECT
GREENBERG FARROW
92 EAST MAIN ST, SUITE 410
SOMERVILLE, NJ 08876

CIVIL ENGINEER
KIMLEY HORN
TWO GALLERIA OFFICE TOWER, SUITE 700
DALLAS, TX 75240

LANDSCAPE
STUDIO OUTSIDE
824 EXPOSITION AVE, SUITE 5
DALLAS, TX 75226

ROCKWALL COMMERCIAL ADDITION - LOT 1, BLOCK B LOT 1R, BLOCK C & LOT 1, BLOCK D

PROJECT ADDRESS: 88.667 ACRES: LOT 1, BLOCK B; LOT 1R, BLOCK C; AND LOT 1, BLOCK D
FM 549 & I-30
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

SEAL & SIGNATURE

KEY PLAN

N

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
26068.000

DATE
01/17/24

ISSUE

SHEET TITLE
AFFINITY IMAGERY

SHEET NO.
03

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PRINT DATE: 1/19/2024 11:14:50 AM TEMPLATE VERSION: 23.0.4

Exhibit __
Development Standards

1. Definitions.

    a. Area A means Area A as conceptually shown on the Concept Plan, with final boundaries to be determined at the time of site plan and platting.

    b. Area B means Area B as conceptually shown on the Concept Plan, with final boundaries to be determined at the time of site plan and platting.

    c. Concept Plan means the PD Concept Plan attached to this Ordinance as **Exhibit A.**

    d. Condominium means a multi-family dwelling unit, within which designated dwelling units are conveyed fee simple title, with an undivided interest in the building's common elements, to include, but not be limited to, halls, stairs, elevators, roof, parking space, and the land when the building is not constructed on leased land.

    e. Building Coverage means the percentage of the lot that is occupied by the building area, including parking structures and accessory buildings.

    f. Property means the 67.59-acre tract of land described on **Exhibit B**, including the existing right-of-way of Conveyor Street.

2. Applicable Regulations. The base zoning district for this planned development shall be the "C" Commercial zoning district. In the event of a conflict between this Ordinance and any other zoning regulations, this Ordinance shall control.

3. Concept Plan. Development of the Property shall generally conform to the concepts illustrated on the Concept Plan. The Concept Plan is intended to be conceptual, and is subject to change with the approval of the City Council at the time of platting or site plan approval. Any change to the Concept Plan authorized by this Section 3 is not considered a zoning amendment, and shall not require an amendment to this Ordinance.

4. PD Development Plan. Prior to submitting a PD site plan for condominium development, a PD development plan shall be submitted and approved in accordance with Section 03.02 of the Unified Development Code. For any other type of development in Area B, a development plan shall be required prior to submittal of a PD site plan if a proposed development does not meet the intent of the Concept Plan or requires waivers not provided for in this Ordinance. A PD development plan shall not be required for any development in Area A.

5. PD Site Plan. Except as otherwise provided in this section, approval of a PD site plan in accordance with Section 03.03 of the Unified Development Code is required. PD site plans may be approved separately for each area shown on the Concept Plan and for each phase of development. A PD site plan may differ from the conceptual information shown on the Concept Plan. The City Council may approve special exceptions to the applicable zoning

regulations as part of the PD site plan approval process upon a finding that the granting of a special exception will not have a detrimental impact on adjacent property. If a PD site plan satisfies all applicable zoning regulations, it shall be approved.

6. Permitted Uses. Except as otherwise provided in this section, all uses permitted in the "C" Commercial zoning district are permitted within the Property at any location to the same extent they are permitted in the "C" commercial zoning district. In addition, the following uses are permitted by right at any location within the Property except as otherwise restricted to Area B below for condominiums and residential accessory uses:

    a. Accessory uses, including a home occupations and all other residential accessory uses and structures in Area B and Area C.

    b. Condominiums are permitted subject to the dwelling unit limitations of this Ordinance, and are not subject to any spacing or other restrictions on location contained in the Unified Development Code.

    c. Office.

    d. Restaurant, any size, with or without a drive-through or drive-in.

    e. Retail.

    f. Warehouse distribution center as an accessory to a retail use.

7. Development Standards. The Property shall comply with the development standards applicable to property located in a "C" Commercial Zoning District, including the standards in Article 05, Section 04 of the Unified Development Code, except as follows or otherwise provided in this Ordinance:

    a. For Area A, the minimum building setback from any property line along the boundary of this planned development shall be ten feet, and no other building setback requirements shall apply.

    b. For Area A, the maximum building coverage shall be 60 percent. No other building coverage restrictions or building floor area restrictions of any type apply.

    c. For Area A, the maximum building height shall be 75 feet and three stories. For Area B, the maximum building height shall be 75 feet and five stories.

    d. Condominium development is limited to a maximum of two projects, each with a maximum of 250 condominium dwelling units. No other residential density restrictions shall apply to condominiums, and there shall be no minimum lot area per dwelling unit.

8. Off-Street Parking. The following requirements apply to Area A:

a. Minimum parking requirements shall be based on the requirements set forth on **Exhibit C.** Each land use within a single business in a building shall be parked according to the use's parking requirement on **Exhibit C** and square footage shown on a floorplan.

b. There are no restrictions on location of parking spaces, including, but not limited to, restrictions on the number of parking rows or spaces that may be located between a building facade and any adjacent roadway or property line.

9. Off-Street Loading. The following requirements apply to Area A:

a. There are no restrictions on location or orientation of loading docks or loading areas.

b. No wall or fencing of any type shall be required to screen loading areas. Screening requirements may be satisfied solely with live screening.

c. Noise attenuation devices are not required for loading docks.

10. Parkland. Parkland dedication requirements may be satisfied by payment of a fee in lieu of dedication at the option of the developer.

11. Open Space. A minimum of 20 percent of the lot area of a residential use shall be devoted to open space. No open space is required for non-residential development.

12. Building Materials and Design Standards. The following requirements apply to Area A:

a. Permitted building materials include stone, brick, glass curtain wall, aluminum and glass storefront, glass block, tile, prefabricated metal panel, custom painted tilt up concrete panel, and custom Concrete Masonry Units (CMU) (i.e. CMUs that have been sandblasted, burnished or that have a split face -- light weight block or smooth faced CMU shall be prohibited). In addition, the use of cementitious materials (e.g. fiber cement, stucco, cementitious lap siding, tilt up concrete or similar materials approved by the Director of Planning and Zoning or his/her designee) shall be permitted without limitation for use on a building's exterior facade; however, stucco shall not be used within the first four (4) feet from grade on a building's facade. Accent brick and stone are permitted, but not required. No other restrictions on building materials shall apply.

b. A building shall not be required to be architecturally finished on all sides.

c. Building articulation requirements shall not apply.

d. Flat roofs are permitted. Parapets shall not be required; however, rooftop equipment shall meet the requirements of this Ordinance.

e. A building shall be required to have a minimum of two of the architectural elements listed in Article 05 Section 06.02(C)(4).

13. Screening. The following requirements apply to Area A:

    a. No wall or fencing of any type shall be required as screening. Screening requirements may be satisfied solely with live screening.

    b. Roof mounted equipment shall not be visible from grade level at any boundary of the platted lot on which they are located. No other roof mounted equipment screening requirement shall apply.

    c. Other than loading dock and rooftop equipment screening and landscape buffers, uses within Area A do not require any screening or buffering from any surrounding uses or zoning districts.

14. Landscaping. For Area A, required landscaping buffers shall incorporate ground cover, a built-up berm, and shrubbery, but no wall or fencing of any type shall be required.

15. Miscellaneous.

    a. The P&Z may approve alternative fencing materials and designs.

    b. In Area A, there shall be no restriction on the number or location of freestanding flagpoles, and the maximum height for a freestanding flagpole shall be 75 feet.

16. Signs.

    a. In Area A:

        i. In addition to all other permitted signs, each wall of a building is permitted to contain on-premise attached signs that are, in the aggregate, a maximum of 15 percent of the area of such wall. Such signs include all attached signs, including, but not limited to, projection signs, marquee signs, and seasonal or temporary signs. There is no restriction on the number of attached signs. There is no additional restriction on the size or location of a canopy sign. Canopy signs may extend above or below the canopy band.

        ii. Sign brackets or supports for wall signs may project more than two inches from the wall to which they are attached.

    b. In Area A, one freestanding digital sign is permitted subject to the following restrictions:

        i. The maximum height shall be ___ feet.

        ii. The maximum width shall be ___ feet.

        iii. The minimum setback from the lot line shall be ___ feet.

        iv. The sign shall display static changeable messages that change no more than once every ___ seconds.

v. The sign may display on-premise and off-premise messages. If the sign is an off-premise sign, it must comply with all applicable state regulations to the extent any such regulations apply based on the location and orientation of the sign.

c. In Area A, in addition to all other permitted signs, two permanent on-premise banner signs are permitted subject to the restrictions below applicable to temporary banners. The messages on these permanent banners may change without requiring a sign permit.

d. In Area A, in addition to all other permitted signs, temporary banners are permitted subject to the following restrictions:

i. A banner may be used for advertisement of events, activities, products or commodities related to the premises, including products sold on the premises.

ii. A banner shall not exceed 700 square feet in area.

iii. A banner must be suspended or hanging from a building or sign, and shall meet city safety requirements related to how to attach a banner to a building or sign.

iv. Banners shall be maintained in a state of good condition during the entire time they are erected.

v. No temporary banner sign shall require a sign permit.

vi. Multiple temporary banner signs are permitted at one time.

vii. No other restrictions shall apply to a banner.

e. In Area A, in addition to all other permitted signs, one freestanding monopole that is a maximum of 120 feet in height. Such sign may have multiple sign faces, and no individual sign face shall exceed 600 square feet in area. The cumulative maximum sign face area for all faces on such sign shall be 1,800 square feet. Such sign may be illuminated. Such sign shall have a minimum ten foot setback from the lot lines, and no other setbacks shall apply. Such sign shall be an on-premise sign.

f. In addition to all other permitted signs, freestanding traffic signs and other directional signs are permitted at any location within the Property subject to the following restrictions:

i. Such signs may contain the business name and/or logo for any business within the planned development district and shall direct traffic within the development, and shall contain no other commercial message.

ii. The maximum sign area shall be six square feet, and the maximum overall sign height shall be four feet.

iii. The number of signs is not limited.

iv. The signs may be illuminated or non-illuminated.

v. There shall be no minimum setback.

vi. Signs may be permanent, and shall require a sign permit.

vii. No other restrictions shall apply.

g. In Area B, in addition to all other permitted signs, a maximum of three pylon signs are permitted that meet the following requirements:

i. One pylon sign shall be located along Stodgehill Road, and the remaining two pylon signs shall be located along Interstate 30.

ii. The maximum height shall be ___ feet.

iii. The maximum width shall be ___ feet.

iv. The minimum setback from the lot line shall be ___ feet.

v. Pylon signs may be illuminated or non-illuminated.

vi. Pylon signs shall be on-premise signs.

Exhibit A
Concept Plan

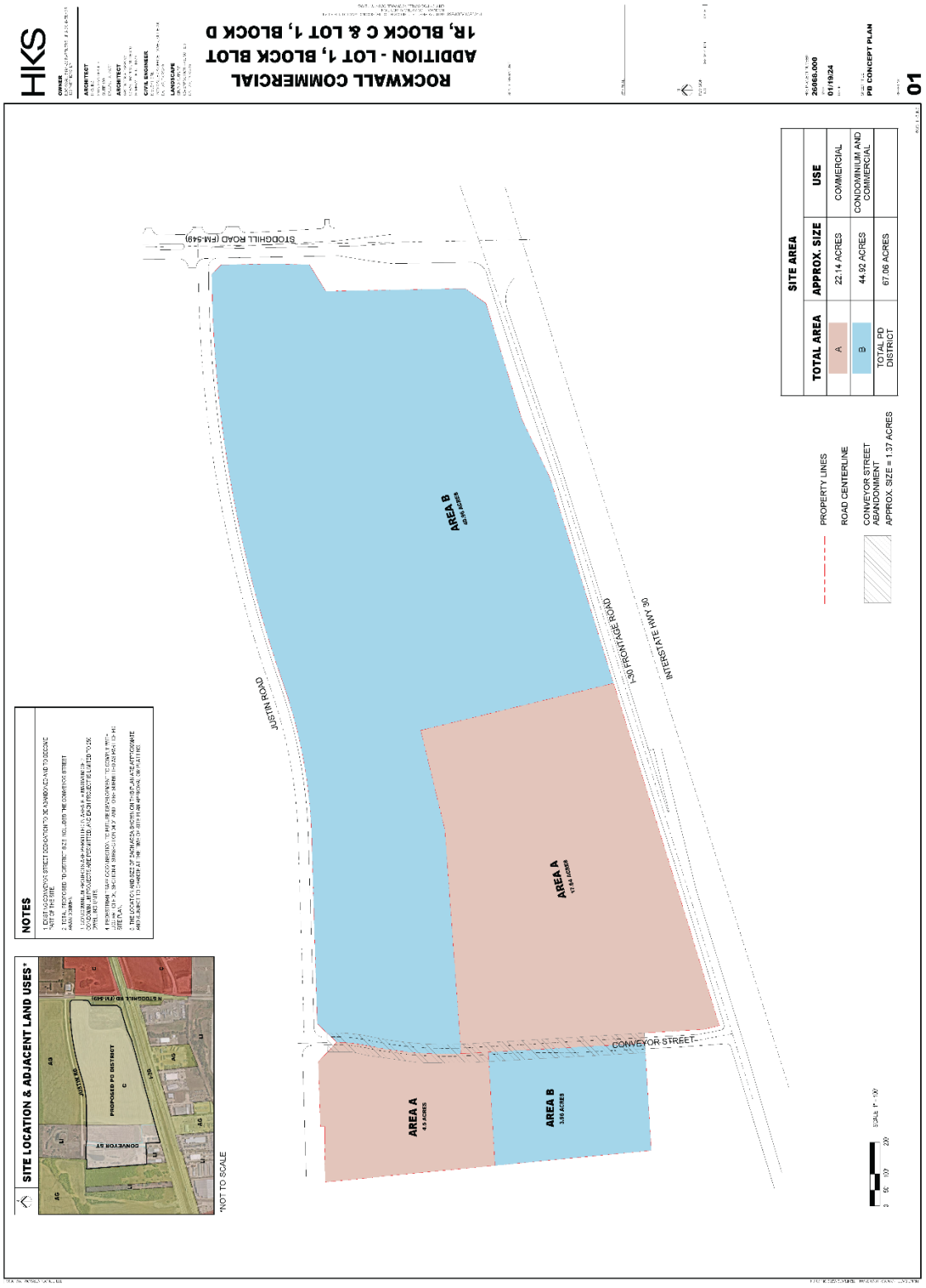

Exhibit B
Metes and Bounds Description of the Property

TRACT 1:

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77 and John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being all of Lot 1R, Block C of Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the Plat thereof recorded in Instrument No. 20210000008470 of the Plat Records of Rockwall County, Texas.

TRACT 2:

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and being a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8" iron rod with a cap stamped "TXDOT" found for the southwest corner of said Lot 1, Block D and the northeast corner of the intersection of northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way) with the easterly right-of-way line of Conveyors Street (a 60-foot right-of-way), same being at the beginning of a non-tangent curve to the right with a radius of 397.84 feet, a central angle of 13°52'57", and a chord bearing and distance of North 10°51'16" West, 96.16 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, and with said non-tangent curve to the right, an arc distance of 96.40 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

THENCE North 03°13'23" West, continuing along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, passing at a distance of 228.03 feet a 5/8" iron rod with a red plastic cap stamped "KHA" found for the northernmost southwest corner of said Lot 1, Block B, continuing along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street a total distance of 706.26 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'45" East, 308.22 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street the following courses and distances:

> In a northerly direction, with said tangent curve to the right, an arc distance of 309.12 feet to the beginning of a reverse curve to the left with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'50" East, 125.86 feet, from which a 5/8" iron rod with plastic cap stamped "KHA" found bears South 57°02'14" East, a distance of 0.35 feet;
>
> In a northerly direction, with said reverse curve to the left, an arc distance of 126.15 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found for corner;
>
> North 01°43'20" West, a distance of 9.59 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the most southerly northwest corner of said Lot 1, Block B same being the southernmost end of a right-of-way corner clip at the intersection of the east right-of-way line of said Conveyors Street and the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas;

THENCE North 43°16'40" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the northernmost end of said right-of-way clip same being the most northerly northwest corner of said Lot 1, Block B;

THENCE North 88°16'40" East, along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, a distance of 261.47 feet to a point for corner on the easterly line of said 8.40 gross acre tract and the westerly line of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, Real Property Records of Rockwall County, Texas;

THENCE South 01°12'38" East, departing the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a 1/2-inch iron rod found for the easterly, southeast corner of said 8.40 gross acre tract and the northeast corner of a called 1.00 acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, Real Property Records of Rockwall County, Texas, same also being an ell corner of said Lot 1, Block B;

THENCE South 87°29'50" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract;

THENCE South 01°17'14" East, departing the southerly line of said Lot 1, Block B, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing aforesaid Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod with a plastic cap,

stamped “RPLS 5034” found for the southwest corner of said 1.00-acre tract, the southerly and the southeast corner of said 8.40 gross acre tract, same being on the southerly line of aforesaid Lot 1, Block D and the northerly right-of-way line of aforesaid Interstate Highway 30;

THENCE South 72°46'08" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block D and along the northerly right of way line of said Interstate Highway 30, a distance of 136.40 feet to the **POINT OF BEGINNING** and containing 349,085 square feet or 8.014 acres of land, more or less.

TRACT 3:

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, and all of a called 1.00-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, both of the Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8” iron rod with a red plastic cap stamped “KHA” found for the most southerly southeast corner of said Lot 1, Block B and in the northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way);

THENCE along the common line of said Lot 1, Block B and the northerly right-of-way line of said Interstate Highway 30, the following courses and distances:

> South 72°46'18" West, a distance of 384.46 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for corner;
>
> South 64°14'27" West, a distance of 202.24 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for corner;

THENCE South 72°46'08" West, continuing along said common line and the south line of said Lot 1, Block D, and passing at a distance of 1507.74 feet a 5/8” iron rod with a red plastic cap stamped “KHA” found for the southeast corner of said Lot 1, Block D, continuing along said line a total distance of 1,677.69 feet to a 1/2-inch iron rod found for the southwest corner of aforesaid 1.00-acre tract, same being the southerly, southeast corner of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas;

THENCE North 01°17'14" West, departing the northerly right-of-way line of said Interstate Highway 30 and the southerly line of said Lot 1, Block D, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing said Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract, same also being on a southerly line of aforesaid Lot 1, Block B;

THENCE North 87°29'50" East, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northeast corner of said 1.00-acre tract and the easterly, southeast corner of said 8.40 gross acre tract and an ell corner of said Lot 1, Block B, same being on the westerly line of aforesaid 80.79-acre tract;

THENCE North 01°12'38" West, departing the southerly line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a point for on the corner on the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas and the north line of said Lot 1, Block B;

THENCE along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, the following courses and distance:

> North 88°16'40" East, a distance of 331.59 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a tangent curve to the left with a radius of 1,592.50 feet, a central angle of 17°40'38", and a chord bearing and distance of North 79°26'21" East, 489.38 feet;
>
> In an easterly direction, with said tangent curve to the left, an arc distance of 491.33 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a reverse curve to the right with a radius of 3,979.40 feet, a central angle of 18°16'32", and a chord bearing and distance of North 79°44'18" East, 1,263.93 feet;
>
> In an easterly direction, with said reverse curve to the right, an arc distance of 1,269.31 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;
>
> North 88°52'34" East, a distance of 49.83 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the most northerly northeast corner of said Lot 1, Block B same being the northernmost end of a right-of-way corner clip at the intersection of the south right-of-way line of said Justin Road and the west right-of-way line of F.M. Highway 3549 (a variable width right-of-way);

THENCE South 46°07'44" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the southernmost corner of said corner clip same being the most southerly northeast corner of said Lot 1, Block B;

THENCE along the westerly right-of-way line of said F.M. Highway 3549 and the east line of said Lot 1, Block B the following courses and distances:

South 01°08'02" East, a distance of 165.78 feet to a 5/8” iron rod found for corner;

South 01°26'27" West, a distance of 113.61 feet to a 5/8” iron rod found for corner;

South 58°12'55" West, a distance of 98.69 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;

South 01°07'09" East, a distance of 441.34 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for the northernmost southeast corner of said Lot 1, Block B, from which a 5/8” iron rod found (disturbed) bears South 30°38'33” East, a distance of 1.35 feet;

South 35°33'35" West, a distance of 80.25 feet to the **POINT OF BEGINNING** and containing 2,175,068 square feet or 49.933 acres of land, more or less.

TRACT 4: CONVEYOR STREET (TO BE ABANDONED):

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77, and the John Lockhart, Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas, and being a portion of Conveyors Street (60' wide public right-of-way)(Cabinet B, Slide 206, Plat Records, Rockwall County, Texas) and being more particularly described by metes and bounds as follows:

BEGINNING at a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the northernmost northwest corner of Lot 1, Block B, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, common to the north corner of a corner clip at the intersection of the southerly right-of-way line of Justin Road (85' wide public right-of-way)(Instrument No. 20210000008470, said Plat Records) and the easterly right-of-way line of said Conveyors Street;

THENCE South 43°16'40" West, with said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the south corner of said corner clip;

THENCE with the common line of said Lot 1, Block B and said Conveyors Street the following courses and distances:

South 01°43'20" East, a distance of 9.59 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of South 05°05'50" West, 125.86 feet;

In a southerly direction, with said tangent curve to the right, an arc distance of 126.15 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a reverse curve to the left with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of South 04°20'45" West, 308.22 feet;

In a southerly direction, with said reverse curve to the left, an arc distance of 309.12 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for corner;

South 03°13'23" East, passing at a distance of 478.23 feet a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the westernmost southwest corner of said Lot 1, Block B, and continuing along the same course and with the common line of Lot 1, Block D, Rockwall Commercial Park, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, said Plat Records, for a total distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" set for corner;

THENCE South 86°46'37" West, departing said common line and crossing said Conveyors Street, a distance of 60.00 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the southeast corner of Lot 1R, Block C, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, same being the northeast corner of a tract of land described in a deed to Donna Cullins Pritchard and Kimberly Cullins Collichio, recorded in Volume 7346, Page 158, Real Property Records, Rockwall County, Texas;

THENCE with the common line of said Lot 1R, Block C and said Conveyors Street the following courses and distances:

North 03°13'23" West, a distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 1,230.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'47" East, 324.03 feet;

EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES
E.M. ELLIOT SURVEY, A-77 &
JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

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Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N/A	JMH	KHA	Jan. 2024	063942002	1 OF 3

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In a northerly direction, with said tangent curve to the right, an arc distance of 324.97 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found at the beginning of a reverse curve to the left with a radius of 470.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'49" East, 111.61 feet;

In a northerly direction, with said reverse curve to the left, an arc distance of 111.87 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for corner;

North 01°43'20" West, a distance of 9.59 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the easternmost northeast corner of said Lot 1R, Block C, common to the south corner of a corner clip at the intersection of the westerly right-of-way line of said Lot 1R, Block C and the southerly right-of-way line of said Justin Road;

THENCE North 46°43'20" West, along said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the northernmost northeast corner of said Lot 1R, Block C, common to the north corner of said corner clip;

THENCE North 88°16'40" East, crossing said Conveyors Street, a distance of 120.00 feet to the **POINT OF BEGINNING** and containing 63,187 square feet or 1.451 acres of land, more or less.

EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES
E.M. ELLIOT SURVEY, A-77 &
JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

PRELIMINARY

THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

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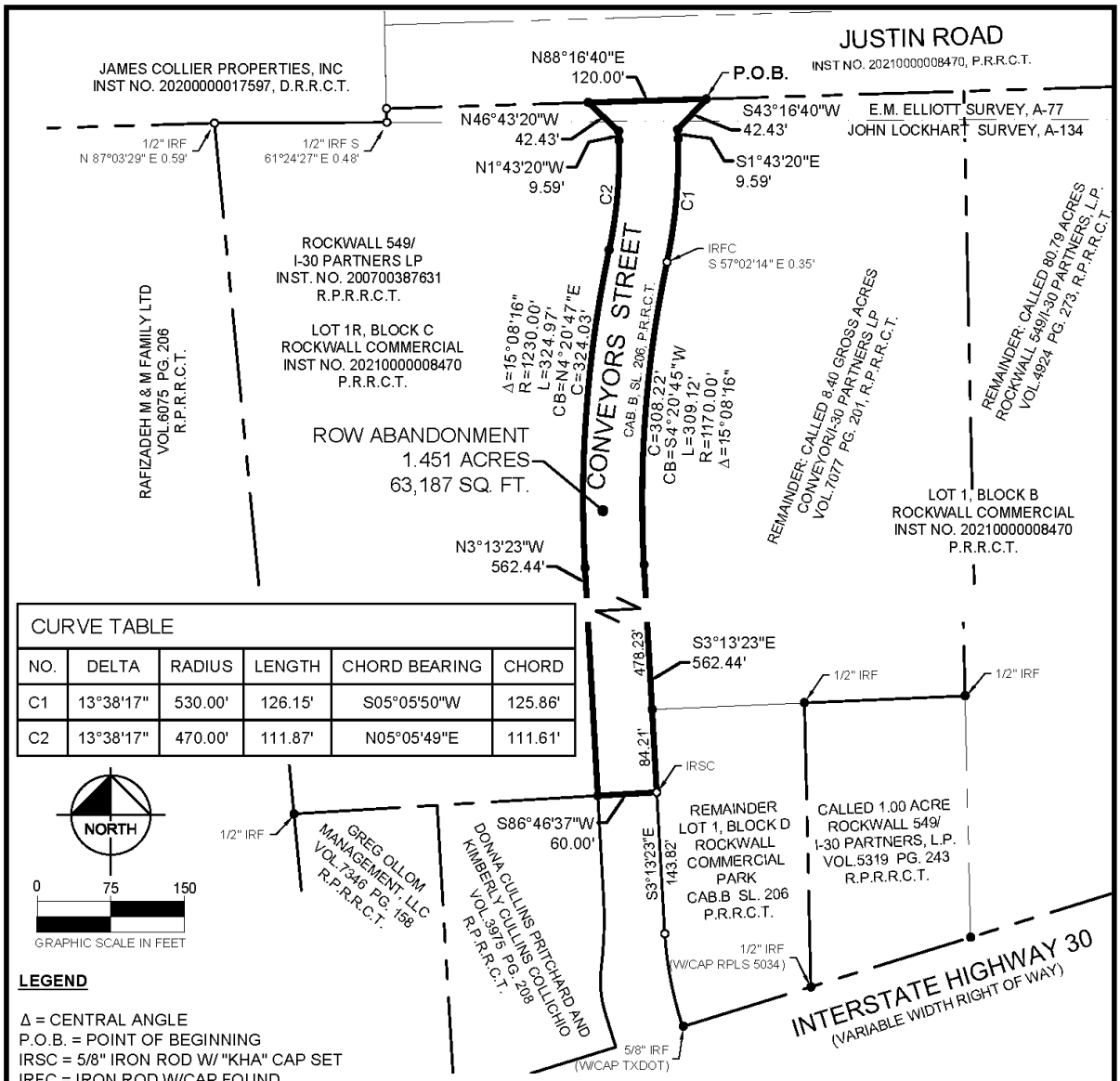
Fax No. (972) 335-3779

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N/A	JMH	KHA	Jan. 2024	063942002	2 OF 3

HOEFNER, JOHN 1/17/2024 11:31 AM K:\FRI_SURVEY\063942002-ROCKWALL COMMERCIAL BLOCK B LOT 1 - ROCKWALL\DWG\063942002 CONVEYORS ABND EX.DWG



CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	13°38'17"	530.00'	126.15'	S05°05'50"W	125.86'
C2	13°38'17"	470.00'	111.87'	N05°05'49"E	111.61'

LEGEND

Δ = CENTRAL ANGLE
P.O.B. = POINT OF BEGINNING
IRSC = 5/8" IRON ROD W/ "KHA" CAP SET
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D.R.C.C.T. = DEED RECORDS, ROCKWALL COUNTY, TEXAS
P.R.R.C.T. = PLAT RECORDS, ROCKWALL, COUNTY, TEXAS
R.P.R.C.C.T. = REAL PROPERTY RECORDS, ROCKWALL COUNTY, TEXAS

●= 5/8" iron rod with cap stamped "KHA" found

NOTES
Bearing system based on the Texas Coordinate System of 1983, North Central Zone (4202), North American Datum of 1983.

PRELIMINARY

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EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES

E.M. ELLIOT SURVEY, A-77 &
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CITY OF ROCKWALL
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Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 150'	JMH	KHA	Jan. 2024	063942002	3 OF 3

HOEFNER, JOHN 1/17/2024 11:32 AM K:\FRI_SURVEY\063942002-ROCKWALL COMMERCIAL BLOCK B LOT 1 - ROCKWALL\DWG\063942002 CONVEYORS ABND EX.DWG

Exhibit C
Minimum Off-Street Parking Requirements

TABLE 5: PARKING REQUIREMENT SCHEDULE

AGRICULTURAL LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Agricultural Uses on Un-Platted Land (25-Acre+)	N/A
Animal Hospital or Clinic	1/500 SF
Animal Production	1/200 SF
Crop Production	N/A
Commercial Corral or Stable	1/2 Horse Stalls
Private Horse Corral or Stable	1/2 Horse Stalls
Wholesale Nursery (Growing Only)	N/A

RESIDENTIAL

LAND USE	MINIMUM PARKING REQUIRED
Boarding or Rooming House	1/75 SF (Sleeping Area Only)
Duplex	2/Dwelling Unit
Guest Quarters/Domestic or Security Unit	1.5/Unit
Multi-Family Unit with One (1) Bedroom	1.5/Unit
Multi-Family Unit with Two (2) Bedroom	2.0/Unit
Multi-Family Unit with Three (3) Bedroom	2.5/Unit
Servants/Caretakers Quarters	1/Bedroom
Single-Family Attached	2/Dwelling Unit
Single-Family Detached	2/Dwelling Unit
Single-Family Townhome	2/Dwelling Unit
Single-Family Zero Lot Line	2/Dwelling Unit

INSTITUTIONAL AND COMMUNITY SERVICE LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Auditorium or Assembly Hall	1/3 Seats or 1/100 SF[1]
Church/House of Worship	1/4 Seats
College, University, or Seminary	1/4 Students
Community Center	1/200 SF
Convalescent Care Facility	1/Bed & 1/Employee on Shift[3]
Nursing Home	1/6 Beds & 1/Employee on Shift[3]
Daycare with Seven (7) of More Children	1/300 SF & 4 Cueing Pickup/Drop-Off
Emergency Ambulance Service	1/300 SF & 1/750 SF of Site Area
Government Facility	1/300 SF
Hospice	1/6 Beds & 1/Employee on Shift[3]
Hospital	1/Bed[2]
Library, Art Gallery, or Museum	1/350 SF
Post Office	1/300 SF Customer Service Area
Retirement Home	1/Bedroom
Residential Care Facility	1/6 Beds & 1/Employee on Shift[3]
Vocational School	1/Student
Public or Private Primary School	1/25 Students
Public or Private Secondary School	1/5 Students

OFFICE AND PROFESSIONAL LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Financial Institution with or without Drive-Through	1/300 SF
Medical Office	1/200 SF
Office Building	1/300 SF

RECREATION, ENTERTAINMENT, AND AMUSEMENT LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Billiard Parlor or Pool Hall	1/100 SF or 1/4 Seats[1]
Indoor Commercial Amusement/Recreation	1/3 Occupancy
Public or Private Community or Recreation Club	3/Game Court or Bowling Alley, 1/250 SF of Assembly Area, & 25% Permitted on Pervious Surface
Public or Private Golf Course	5/Golf Green
Park or Playground	1/1,000 SF of Site Area
Recreation Facility, Health Club, or Gym	3/Game Court & 1/200 SF
Sports Arena, Stadium, and/or Track	1/3 Seats
Private Club	1/100 SF or 1/4 Seats[1]
Theater	1/3 Seats

RECREATION, ENTERTAINMENT, AND AMUSEMENT LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Antique/Collectable	1/250 SF
Auto/Truck Parts and Accessories	1/250 SF
Hair Salon, Manicurist, or Barbershop	1/250 SF
Hotel	1/Unit & 50% of Accessory Uses
Motel	1/Unit & 50% of Accessory Uses
Laundry/Dry Cleaning	1/250 SF
Mailing Service	1/300 SF
Full Service Restaurant	1/100 SF or 1/4 Seats[1]
Limited Service Restaurant	1/250 SF
Retail Store with Gasoline Sales	1/250 SF
General Retail Store	1/250 SF
Art, Photography, or Music Studio	1/250 SF
Veterinarian (*i.e. Not a Hospital or Clinic*)	1/300 SF

COMMERCIAL AND BUSINESS SERVICES LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Building and Landscape Materials	1/250 SF with a Minimum of 5
Commercial Other than Listed	As Determined by the Director
Exhibit Hall	1/100 SF
Medical or Scientific Research Laboratory	As Determined by the Director
Mortuary or Funeral Home	1/300 SF & 1/100 SF for Chapel
Research and Technology	1/500 SF or 1/Employee[1]
Shoe and Boot Repair and Sales	1/250 SF
Trade School	1/20 SF of Classroom Area

AUTO AND MARINE LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Auto Body Repair	2/Service Bay
Auto Mechanical Repair	2/Service Bay
Quick Lube/Oil Change	2/Service Bay
Truck Stop with Fuel and Accessory Services	1/200 SF for Retail/Restaurant, 2/Service Bay, & Mix of Truck and Car Stalls to be Determined by the Director
Truck/Trailer Rental	1/200 SF with a Minimum of 5

INDUSTRIAL AND MANUFACTURING LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Apparel Manufacturing	1/200 SF
Asphalt or Concrete Batch Plant	As Determined by the Director
Industrial and Manufacturing Other Than Listed	As Determined by the Director
Light Assembly and Fabrication	1/500 SF or 0.75/Employee[1&3]
Heavy Manufacturing	1/500 SF or 0.75/Employee[1&3]
Printing, Engraving, and Related Businesses	1/300 SF or 1/Employee[1]
Welding Repair	1/500 SF or 1/2 Employees[1]

INDUSTRIAL AND MANUFACTURING LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Distribution of Books or Other Printed Materials	1/1,000 or 1/2 Employees[1]
Gas/Chemical Bulk Storage	1/2,000 SF of Site Area
Mini-Warehouse	3 Parking Spaces & 1/100 Units
Packaging and/or Distribution	1/2,000 SF of Site Area or 1/2 Employees[1]
Recycling Collection Center and/or Storage	1/1,000 SF or 1/Employee[1]
Warehouse with Inside Storage	1/1,000
Outside Storage	As Determined by the Director
Warehouse Distribution Center	As Determined by the Director

UTILITIES, TRANSPORTATION, AND COMMUNICATION LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Commercial Antenna	1 Parking Space
Telephone Switching Station	1 Parking Space
Electrical Substation	1 Parking Space
Utility Shop and Storage	1/2,000 SF of Site Area
Airport, Heliport, or Landing Field	As Determined by the Director
Helistop	5 Spaces for Commercial and 3 Spaces for Non-Commercial

Notes:

[1]: Whichever is greater.

[2]: As determined by the Director of Planning and Zoning.

[3]: Number of employees.

January 19, 2024

City of Rockwall
Attn: Ryan Miller, AICP
Director of Planning
Department of Planning and Zoning
Rockwall City Hall
385 S. Goliad Street
Rockwall, Texas 75087

Re: Application for Planned Development District Zoning

To Mr. Miller,

The enclosed application for planned development district zoning allows a mix of uses, including retail, commercial, and condominium uses, on the subject property, which is currently zoned "C" Commercial. The purpose of the proposed zoning district is to allow flexibility to develop retail and commercial uses with two condominium phases, each limited to 250 dwelling units. In addition, the applicant is seeking the abandonment and rezoning of internal portions of Conveyor Street, as shown on the proposed PD Concept Plan, to allow the street to become part of the development. Please consider this letter to be a formal request to abandon Conveyor Street. In addition, please notice the Conveyor Street right-of-way as part of the area of request for the PD zoning case and include the right-of-way in the PD zoning ordinance, if approved.

CONVEYOR I-30 PARTNERS, LP

By: Ronald P. Benlin
Name: RONALD P. BENLIN
Title: Partner

ROCKWALL 549/I-30 PARTNERS, LP

By: Ronald P. Benlin
Name: RONALD P. BENLIN
Title: Partner

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77, and the John Lockhart, Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas, and being a portion of Conveyors Street (60' wide public right-of-way)(Cabinet B, Slide 206, Plat Records, Rockwall County, Texas) and being more particularly described by metes and bounds as follows:

BEGINNING at a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the northernmost northwest corner of Lot 1, Block B, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, common to the north corner of a corner clip at the intersection of the southerly right-of-way line of Justin Road (85' wide public right-of-way)(Instrument No. 20210000008470, said Plat Records) and the easterly right-of-way line of said Conveyors Street;

THENCE South 43°16'40" West, with said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the south corner of said corner clip;

THENCE with the common line of said Lot 1, Block B and said Conveyors Street the following courses and distances:

South 01°43'20" East, a distance of 9.59 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found at the beginning of a tangent curve to the right with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of South 05°05'50" West, 125.86 feet;

In a southerly direction, with said tangent curve to the right, an arc distance of 126.15 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found at the beginning of a reverse curve to the left with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of South 04°20'45" West, 308.22 feet;

In a southerly direction, with said reverse curve to the left, an arc distance of 309.12 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for corner;

South 03°13'23" East, passing at a distance of 478.23 feet a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the westernmost southwest corner of said Lot 1, Block B, and continuing along the same course and with the common line of Lot 1, Block D, Rockwall Commercial Park, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, said Plat Records, for a total distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” set for corner;

THENCE South 86°46'37" West, departing said common line and crossing said Conveyors Street, a distance of 60.00 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the southeast corner of Lot 1R, Block C, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, same being the northeast corner of a tract of land described in a deed to Donna Cullins Pritchard and Kimberly Cullins Collichio, recorded in Volume 7346, Page 158, Real Property Records, Rockwall County, Texas;

THENCE with the common line of said Lot 1R, Block C and said Conveyors Street the following courses and distances:

North 03°13'23" West, a distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found at the beginning of a tangent curve to the right with a radius of 1,230.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'47" East, 324.03 feet;

EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES
E.M. ELLIOT SURVEY, A-77 &
JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

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N/A	JMH	KHA	Jan. 2024	063942002	1 OF 3

In a northerly direction, with said tangent curve to the right, an arc distance of 324.97 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found at the beginning of a reverse curve to the left with a radius of 470.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'49" East, 111.61 feet;

In a northerly direction, with said reverse curve to the left, an arc distance of 111.87 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for corner;

North 01°43'20" West, a distance of 9.59 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the easternmost northeast corner of said Lot 1R, Block C, common to the south corner of a corner clip at the intersection of the westerly right-of-way line of said Lot 1R, Block C and the southerly right-of-way line of said Justin Road;

THENCE North 46°43'20" West, along said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the northernmost northeast corner of said Lot 1R, Block C, common to the north corner of said corner clip;

THENCE North 88°16'40" East, crossing said Conveyors Street, a distance of 120.00 feet to the **POINT OF BEGINNING** and containing 63,187 square feet or 1.451 acres of land, more or less.

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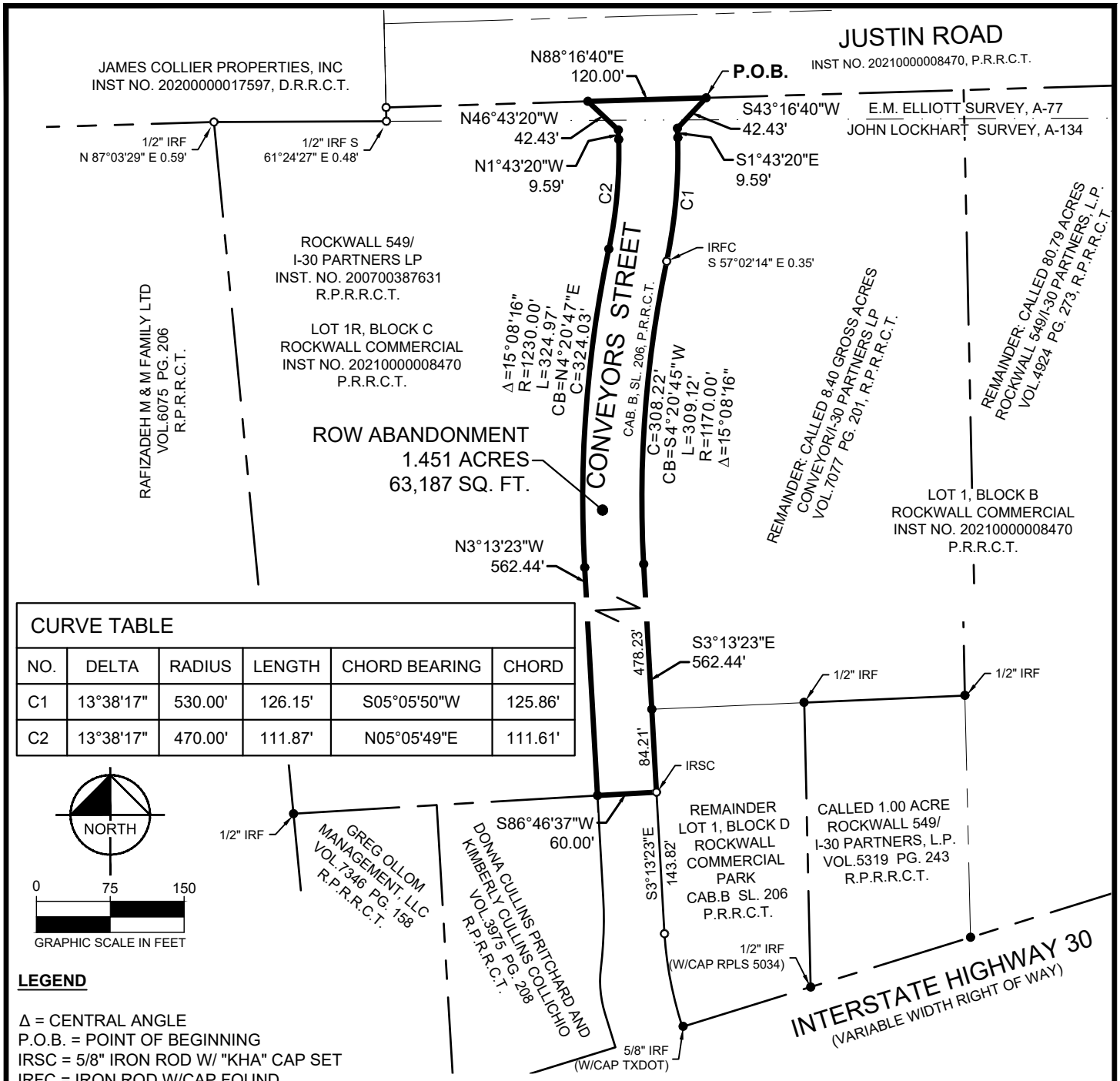

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●= 5/8" iron rod with cap stamped "KHA" found

NOTES
Bearing system based on the Texas Coordinate System of 1983, North Central Zone (4202), North American Datum of 1983.

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1" = 150'	JMH	KHA	Jan. 2024	063942002	3 OF 3

Traffic Impact Analysis

Mixed Use Development
Rockwall, Texas

January 18, 2024

Kimley-Horn and Associates, Inc.
Richardson, Texas

Registered Firm F-928

Kimley»Horn

Traffic Impact Analysis

Mixed Use Development
Rockwall, Texas

DRAFT

PRELIMINARY

Kimley»Horn

This document is released for the purposes of interim review under the authority of IMAN RAHIM and not for construction, bidding, or permit purposes.

Engineer Nathan New

P.E. No. xxx Date 1/18/2024

Prepared by:

Kimley-Horn and Associates, Inc.
2600 North Central Expressway, Suite 400
Richardson, Texas 75080
Registered Firm F-928

Contact:
Nathan New, P.E.
Michael Gomez, EIT
972-770-1300
January 18, 2024

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EXECUTIVE SUMMARY

The proposed Mixed-Use development is located between N. Stodghill Road and Conveyor Street along the northern side of Interstate Highway 30 (I-30) Westbound Frontage Road (WBFR) in Rockwall, Texas. Phase 1 of the site is proposed to be built with 182,986 SF of Discount Home Furnishing Superstore use, while Phase 2 of the development will contain an additional 339,000 SF of retail use, and 500 units of mid-rise multifamily housing. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts.

The following existing intersections were selected to be part of this study:

- Stodghill Road & Airport Road
- Stodghill Road & Justin Road
- Stodghill Road & I-30 Interchange
- Stodghill Road & Capital Blvd.
- Stodghill Road & Discovery Blvd.
- Stodghill Road & SH 276
- Conveyor Street & I-30 WBFR
- John King Blvd & I-30 Interchange
- John King Blvd & Airport Road

The analysis included the following driveways providing access for the site:

- Drive 1, Drive 2, and Drive 3 – which are right-in/right out driveways to I-30 WBFR.
- Drive 4 – which is a right-in/right-out driveway to Stodghill Road.
- Drive 5 and Drive 6 – which are full-access driveways to Justin Road.
- Drive 7, Drive 8, and Drive 9 – which are full access driveways to Conveyor Street.
- Delivery Access 1 and Delivery Access 2 –Delivery Access 1 is a heavy vehicle, right-in only driveway, and Delivery Access 2 is a heavy vehicle outbound only driveway.

  Although Delivery Access 2 and Drive 9 are separate driveways, they have been combined for analysis purposes due to their proximity to each other.

Traffic operations were analyzed at the study intersections for existing volumes, 2025, 2030 and 2035 background traffic volumes, and 2025, 2030, and 2035 background plus site-generated traffic volumes. Because the project contains multiple phases, 2025 represents the expected buildout of the discount home furnishing store alone (Phase 1), while 2030 represents the discount furnishing store plus the buildout of the retail and multifamily land uses (Phase 2). 2035 then represents the five-year horizon after full buildout of the site. Conditions were analyzed for the weekday PM and Saturday peak hours. The background traffic conditions included existing traffic with compound growth rates, plus explicit modeling of the following developments in the vicinity:

- Terraces Development, a development consisting of 263 single family units located on State Highway 66, to the east of John King Boulevard. The site is expected to be complete by 2025.
- Rockwall Grocery Store, a development consisting of 117,000 square feet of grocery store, located southwest corner of the I-30 Frontage Road and John King Boulevard interchange. The site is expected to be complete by 2025.
- Park Hill Development, a development consisting of 144 single family units, located at the southwest corner of State Highway 66 and John King Boulevard. The site is expected to be complete by 2025.
- Seefried Industrial, a development consisting of 315,440 square feet of warehouse located at the proposed southeast corner of I-30 and Proposed Data Drive. The site is expected to be complete by 2025.

Phase 1 of The Mixed-Use development is expected to generate approximately 287 new weekday PM peak hour one-way vehicle trips and 622 new weekend Saturday peak hour one-way vehicle trips at buildout. Phase 2 of the Mixed-Use development is expected to generate approximately 1,842 new weekday PM peak hour one-way vehicle trips and 2,499 Saturday peak hour one-way vehicle trips at buildout. The distribution of the site-generated traffic volumes onto the street system was based on the surrounding roadway network, existing traffic patterns, and the project's proposed access locations.

Based on the analysis presented in this report, the proposed Mixed-Use development can be successfully incorporated into the surrounding roadway network. The site-generated traffic does not have a disproportionate effect on the existing vehicle traffic operations.

Due to high traffic volumes along I-30 WBFR, it is expected that delays may be present for outbound vehicles at Driveway 1, Driveway 2, Driveway 3, and Conveyor Street during 2030 and 2035 study scenarios. Mitigating delay at these intersections is difficult, with these types of delays being expected for outbound vehicles along high volume frontage roads like I-30 WBFR. If users of the proposed development find the delays to be excessive, they may choose to alter their route to Driveway 4, Driveway 5, or Driveway 6, which all operate with LOS C or better during 2030 and 2035 traffic scenarios.

Additionally, the addition of a traffic signal along Justin Road and Stodghill Road mitigates the projected eastbound delay during 2030 and 2035 buildout traffic scenarios. With improved operations along this part of this site, more vehicles may be encouraged to exit the development through this route rather than through the roadways that connect with I-30 WBFR. The traffic signal can also be implemented without a disproportionate impact on traffic flow along Stodghill Road.

The following improvements to the external roadway network are required for the site during each phase:

Phase 1 (2025)

- Construct a westbound right-turn lane at Driveway 2
- Construct a westbound right-turn lane at Driveway 3

Phase 2 (2030)

- Construct a westbound right-turn lane at Driveway 1
- Construct a westbound right-turn lane at Conveyor Street and I-30 WBFR.
- Construct a westbound left-turn lane at Driveway 5
- Construct a westbound left-turn lane at Driveway 6
- Install a traffic signal at Justin Road and Stodghill Road

The following improvement to the external roadway network should be considered at a regional level by the City of Rockwall to help mitigate delay caused by regional growth, not associated with the proposed development:

- Stodghill Road & I-30 EBFR: Restripe eastbound lane assignment to Left, Left/Through, Through, Right to allow for additional eastbound left-turn capacity
- Traffic signal timing adjustments at John King Blvd and I-30 interchange.

I. INTRODUCTION

A. Purpose

Kimley-Horn was retained to conduct a Traffic Impact Analysis (TIA) of future traffic conditions associated with the development of the Mixed-Use development located between N Stodghill Road and Conveyor Street along the north side of I-30 WBFR. A site vicinity map is provided as **Exhibit 1**. This study is intended to identify traffic generation characteristics, identify potential traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts.

B. Methodology

Traffic operations were analyzed at the study intersections for PM and Saturday peak hours for the following scenarios:

- 2023 existing traffic
- 2025 background traffic
- 2025 background plus site traffic
- 2030 background traffic
- 2030 background plus site traffic
- 2035 background traffic
- 2035 background plus site traffic.

The capacity analyses were conducted using the *Synchro*™ software package and its associated *Intersection* reports for signalized intersections and *Highway Capacity Manual* reports for unsignalized intersections.

C. Roadway Characteristics

The following signalized intersections were evaluated as part of this study:

- Stodghill Road & I-30 Interchange
- Stodghill Road & SH 276
- John King Blvd & I-30 Interchange

The following unsignalized intersections were evaluated as part of this study:

- Stodghill Road & Airport Road
- Stodghill Road & Justin Road
- Stodghill Road & Capital Blvd.
- Stodghill Road & Discovery Blvd.
- Conveyor Street & I-30 WBFR
- John King Blvd & Airport Road

The intersection at John King Boulevard & Airport Road was modeled as signalized during background and background + site scenarios. See **2023 Existing Traffic Operations** for further discussion.

The major study area roadways are described below. **Exhibit 3** illustrates the intersection geometry used for the traffic analysis.

N Stodghill Road
- Road Size: 4-Lanes, Divided
- Speed Limit: 45 MPH
- Thoroughfare Plan Classification: TxDOT 4D

Airport Road
- Road Size: 4-Lanes, Undivided
- Speed Limit: 35 MPH
- Thoroughfare Plan Classification: M4U

N John King Boulevard
- Road Size: 4-Lanes, Divided
- Speed Limit: 45 MPH
- Thoroughfare Plan Classification: P6D

FM 276
- Road Size: 4-Lanes, Divided
- Speed Limit: 50 MPH
- Thoroughfare Plan Classification: TxDOT 6D

Justin Road
- Road Size: 2-Lanes, Undivided
- Speed Limit: 35 MPH
- Thoroughfare Plan Classification: M4D

Justin Road is currently unconnected near the study area. However, the City of Rockwall Thoroughfare Plan shows that Justin Road will at some point extend from Conveyor Street to North John King Boulevard. Due to the unknown timeline of this extension, the analysis has been done according to the existing unconnected Justin Road. Justin Road is also modeled as a four-lane divided minor arterial during 2030 and 2035 scenarios to reflect conditions during the 2030 and 2035 buildout of the site.

D. Existing Study Area

The property is zoned in an Agricultural District (AG). The property is currently undeveloped.

E. Proposed Site Improvements

The development as proposed includes 182,986 SF of Discount Home Furnishing Superstore during phase 1, while phase 2 contains the discount home furnishing superstore and an additional 339,000 SF of retail and 500 units of mid-rise multifamily housing. **Exhibit 2** shows the proposed conceptual site plan of the development. The site

has eleven proposed driveways. The driveways to be modeled in this analysis are as follows:

Driveway 1, Driveway 2, and Driveway 3

- Right-in/Right-out to I-30 WBFR
- One inbound, one outbound lane
- Serves retail vehicles

Driveway 4

- Right-in/Right-out to Stodghill Road
- One inbound, one outbound lane
- Serves retail vehicles

Driveway 5 and Driveway 6

- Full-Access to Justin Road
- One inbound, one outbound lane
- Serves retail and residential vehicles

Driveway 7, Driveway 8, and Driveway 9

- Full-Access to Conveyor Street
- One inbound, one outbound lane
- Exclusive residential garages (No retail or home furnishing superstore vehicles
- Serves residential vehicles

Delivery Access 1 & Delivery Access 2

- Inbound or outbound access only to Conveyor Street
- One inbound lane at Delivery Access 1
- One outbound lane at Delivery Access 2
- Primarily used for delivery vehicles

F. Existing Traffic Volumes

Exhibit 4 shows the existing weekday PM peak hour and weekend Saturday traffic volumes. 24-hour machine counts were collected near the site on John King Boulevard and Stodghill Road. The raw count sheets are provided in the **Appendix**.

The 24-hour count showed the daily volume on the roadway link as follows:

- John King Boulevard: 19,931 vehicles per day (vpd)
- Stodghill Road: 12,967 vpd

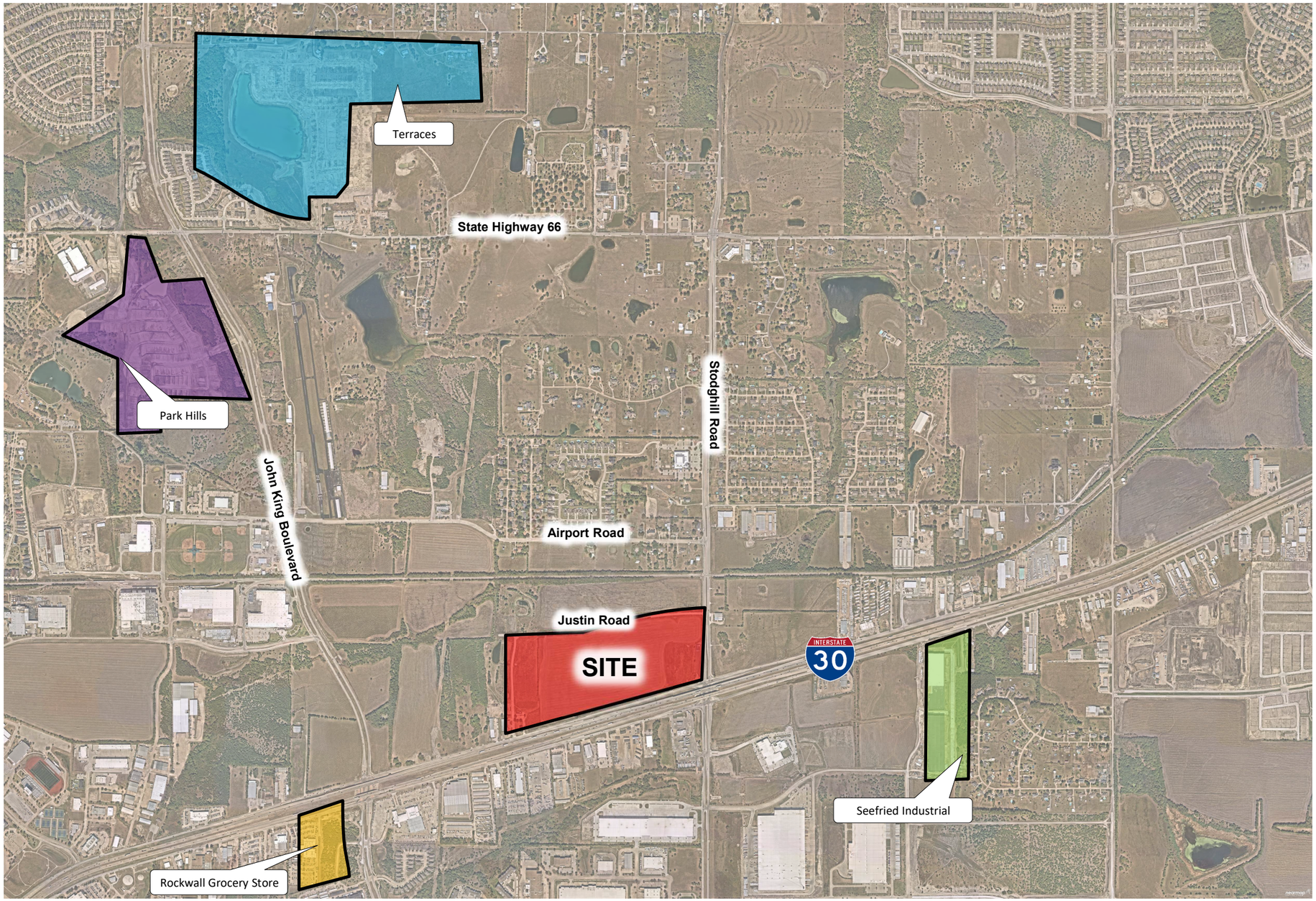


EXHIBIT 1

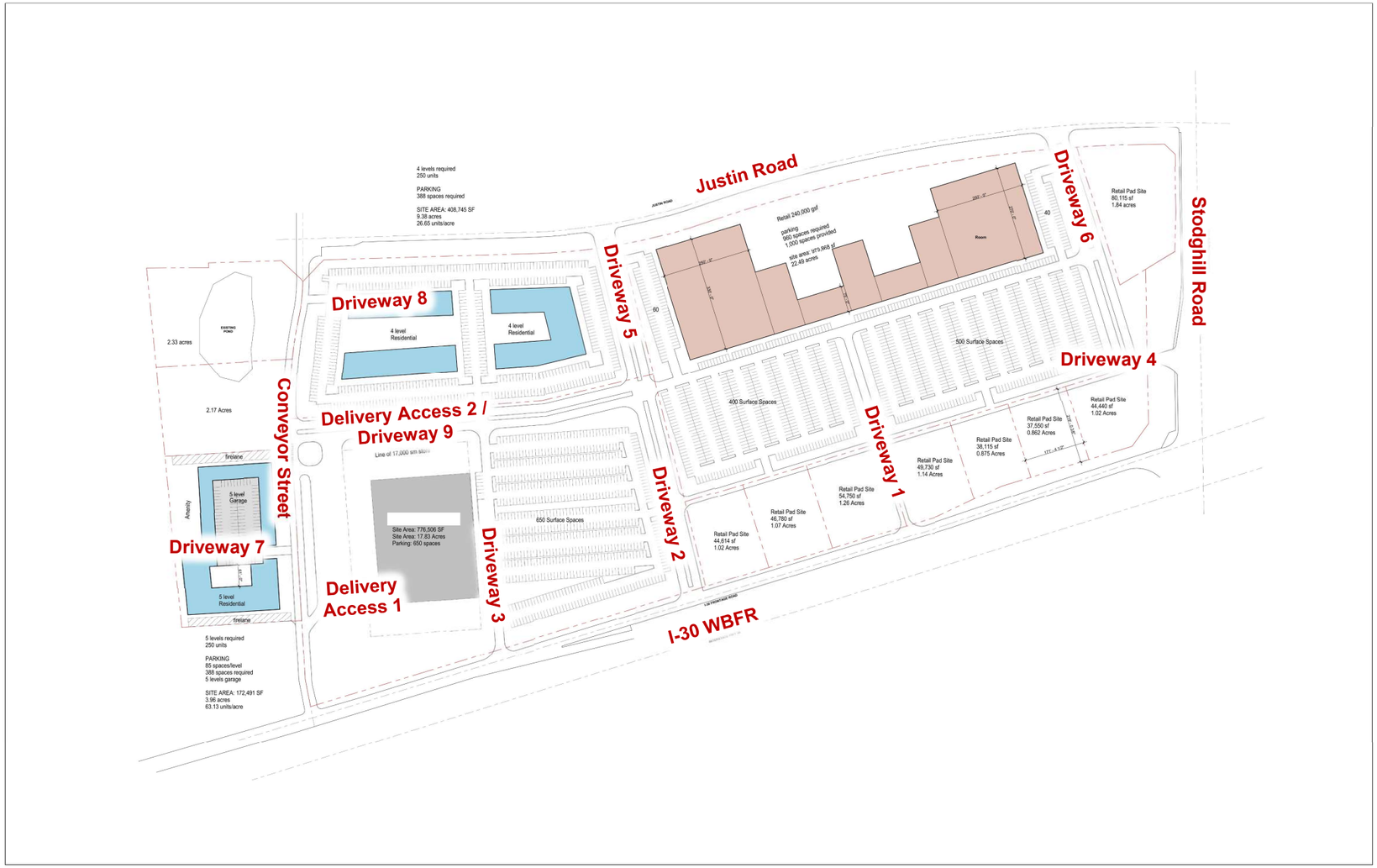
Vicinity Map

Mixed Use Development - Rockwall, Texas

Kimley»Horn

North

Not To Scale



Rockwall PD | Site plan

HKS

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EXHIBIT 2

Conceptual Site Plan

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:

= Signalized Intersection

STOP = Stop-Controlled Approach

= Travel Lane

* = Turn Bay

= Regional Improvement

= Driveway Lanes or Off-Site Improvements

TWLTL = Two-Way Left Turn Lane

North

Not To Scale

Airport Rd

Future signalized intersection by others.

Conveyor St

Justin Road lane assignment during 2030 and 2035 scenarios

Justin Rd

Driveway 5

Driveway 6

Driveway 7

Driveway 8

Delivery Access 1

Delivery Access 2 / Driveway 9

Driveway 3

Driveway 2

Driveway 1

Driveway 4

Driveway 5

Driveway 6

North John King Blvd

N Stodghill Rd

IH-30 WBFR

IH-30 EBFR

Capital Blvd

Discovery Blvd

SH 276

STOP

EXHIBIT 3

Lane Assignment and Intersection Control

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:

= Signalized Intersection

STOP = Stop-Controlled Approach

= Travel Lane

* = Turn Bay

= Regional Improvement

= Driveway Lanes or Off-Site Improvements

TWLTL = Two-Way Left Turn Lane

North

Not To Scale

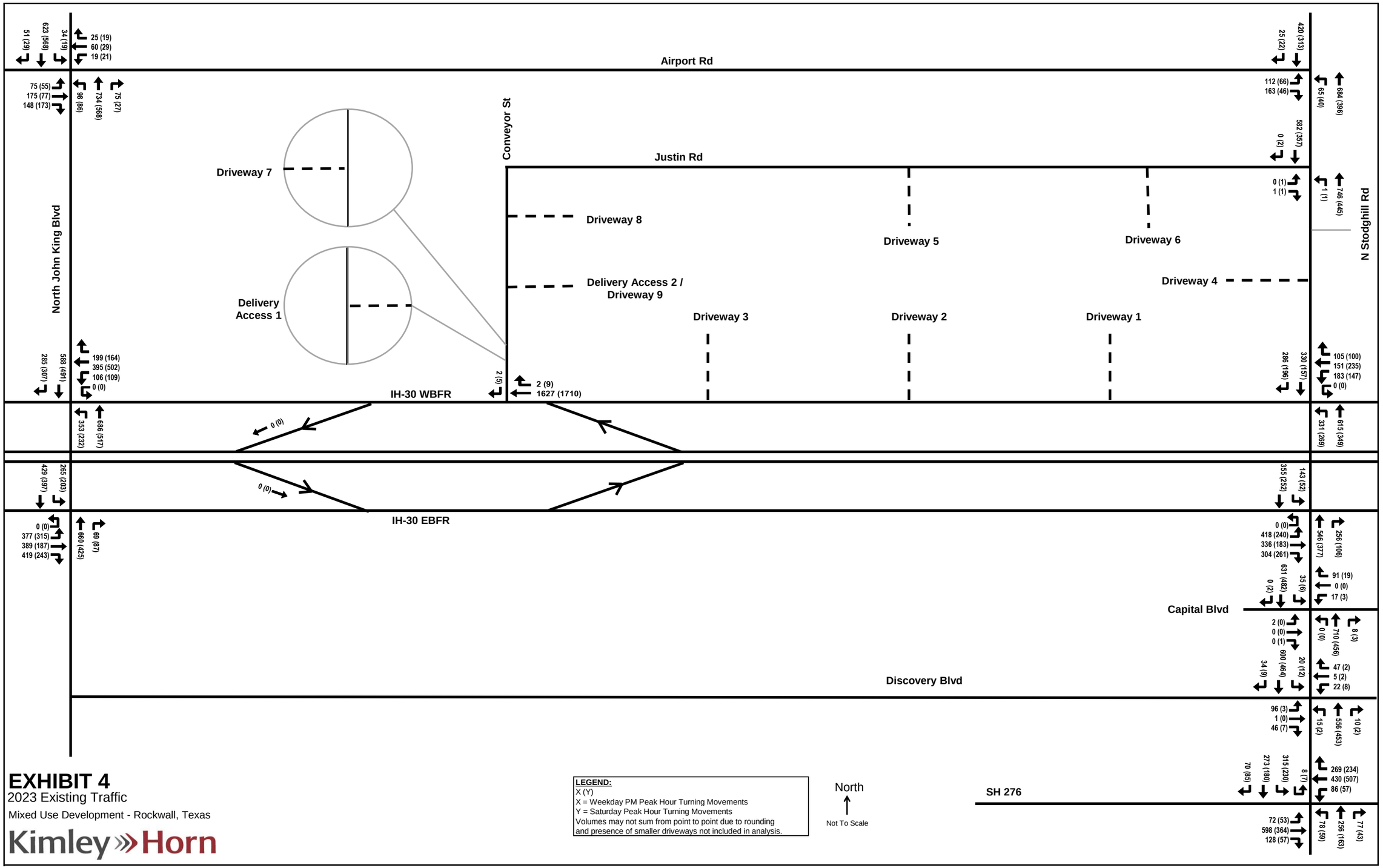


EXHIBIT 4

2023 Existing Traffic

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekday PM Peak Hour Turning Movements
Y = Saturday Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

II. PROJECT TRAFFIC CHARACTERISTICS

A. Site-Generated Traffic

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the 11th edition of Trip *Generation Manual* published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. The trips indicated are actually one-way trips or *trip ends*, where one vehicle entering and exiting the site is counted as one inbound trip and one outbound trip.

No reductions were taken for internal capture, pass-by trips, internal capture, or multimodal use.

Table 1 shows the resulting daily and weekday PM and Saturday peak hour trip generation for the proposed development, showing new external trips.

Table 1 – Trip Generation

Land Uses	Amount	Units	ITE Code	Daily One-Way Trips	PM Peak Hour One-Way Trips			SATURDAY Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Discount Home Furnishing Superstore	182.986	KSF	869	3,660	152	135	287	311	311	622
Shopping Center (>150k)	339	KSF	820	14,716	652	707	1,359	875	807	1,682
Multifamily Housing (Mid-Rise)	500	Units	221	2,339	119	76	195	98	98	195
Development Totals										
Total Net New External Vehicle Trips:				**20,714**	**924**	**918**	**1,842**	**1,283**	**1,216**	**2,499**

Trip Generation rates based on *ITE's Trip Generation Manual*, 11th Edition.

As mentioned previously, the discount home furnishing superstore trip generation represents the Phase 1 (2025) buildout of the development, while the discount home furnishing superstore use plus the shopping center and multifamily housing land uses represent the Phase 2 (2030) buildout of the development.

B. Trip Distribution and Assignment

The distribution of the site-generated traffic volumes in to and out of the site driveways and onto the street system was based on the area street system characteristics, existing traffic patterns, relative land use density, and the locations of the proposed driveway access to/from the site. A separate trip distribution was created for each land use based on their respective driveway locations.

The corresponding inbound and outbound traffic assignment, where the directional distribution is applied using the most probable paths to and from the site, can be found in **Exhibit 5** for the retail land use, **Exhibit 6** for the discount home furnishing superstore land use, and **Exhibit 7** for the multifamily housing land use. The resulting site-generated

weekday PM and Saturday peak hour turning movements after multiplying the new external trip generation by the respective traffic assignment percentages is shown in **Exhibit 8**.

C. Background Development Traffic Modeling

The following developments in the project vicinity were explicitly modeled and added to the roadway network future analysis scenarios. It is expected that all of the background developments will be complete and generating traffic by 2025.

- Terraces Development, a development consisting of 263 single family units
- Rockwall Grocery Store, a 117,000 square feet grocery store
- Park Hill Development, a development consisting of 144 single family units
- Seefried Industrial, a development consisting of 315,440 square feet of warehouse

The distribution and volumes for each of these developments were obtained from the TIAs completed for each site and have been included in the **Appendix** for reference purposes. The locations for each background site can be seen in **Exhibit 1**.

D. Growth Rate

Due to the explicit modeling of all the background developments in the project vicinity, a 1% growth rate was applied to existing volumes through the buildout of the site in 2025. It is expected that the background developments will represent the majority of growth the area experiences over the next two years. From 2025 to 2030 and from 2025 to 2035, a 3% annual growth rate, provided by the City of Rockwall, was applied to the volumes.

E. Development of Background and Total Traffic

The growth rates, background developments, and site-generated traffic included in each scenario is summarized in **Table 2** below.

Table 2 – Development Scenario Included Traffic

Scenario	Percent Growth	Development Traffic Added	Exhibit
2023 Existing	-	None	**Exhibit 4**
2025 Background	1%	Terraces Development + Rockwall Grocery Store + Park Hill Development + Seefried Industrial	**Exhibit 9**
2025 Background + Site	1%	Terraces Development + Rockwall Grocery Store + Park Hill Development + Seefried Industrial + Phase 1 Site Traffic	**Exhibit 10**
2030 Background	3%	Terraces Development + Rockwall Grocery Store + Park Hill Development + Seefried Industrial	**Exhibit 11**
2030 Background + Site	3%	Terraces Development + Rockwall Grocery Store + Park Hill Development + Seefried Industrial + Phase 2 Site Traffic	**Exhibit 12**
2035 Background	3%	Terraces Development + Rockwall Grocery Store + Park Hill Development + Seefried Industrial	**Exhibit 13**
2035 Background + Site	3%	Terraces Development + Rockwall Grocery Store + Park Hill Development + Seefried Industrial + Phase 2 Site Traffic	**Exhibit 14**

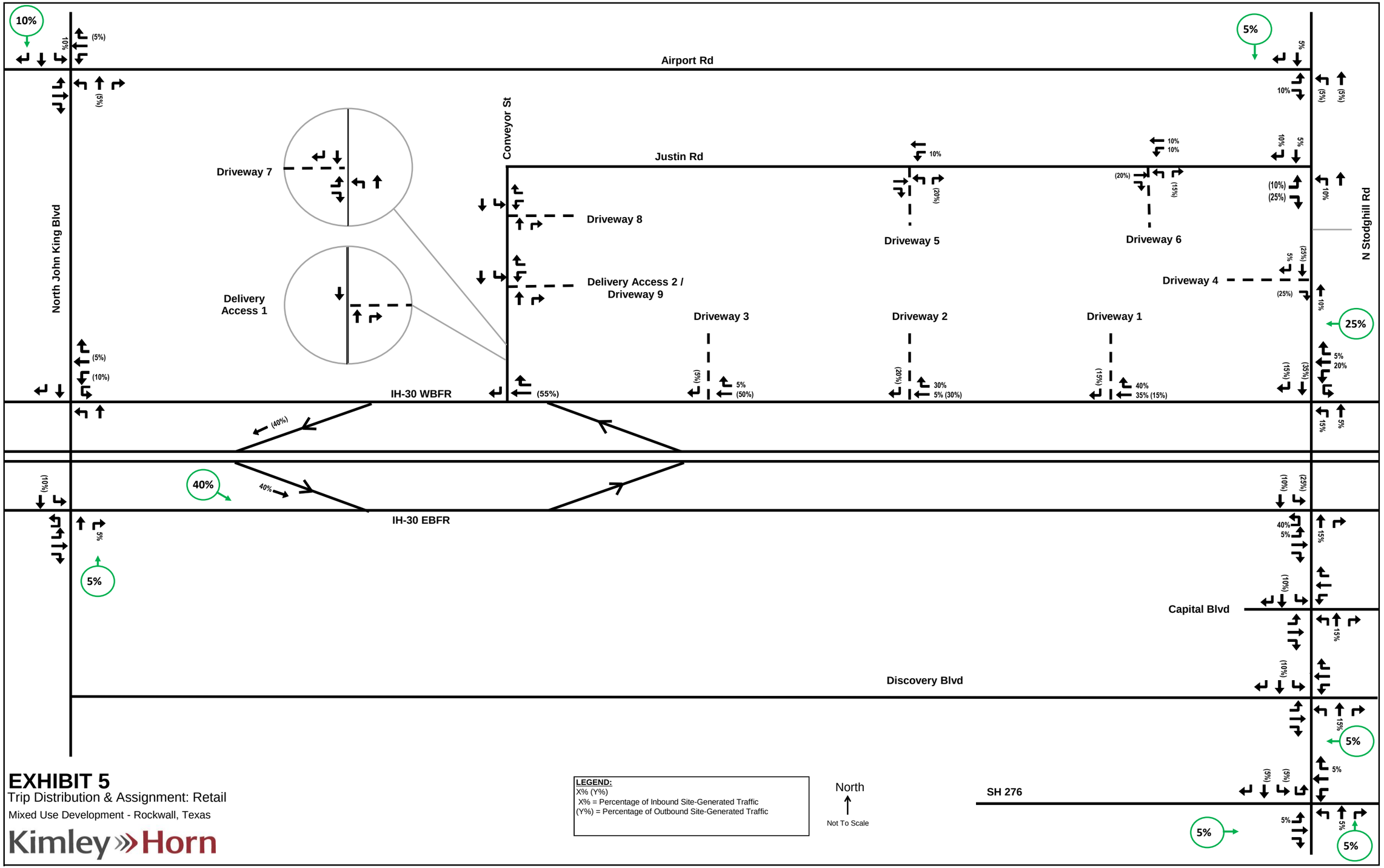


EXHIBIT 5

Trip Distribution & Assignment: Retail

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic

North

Not To Scale

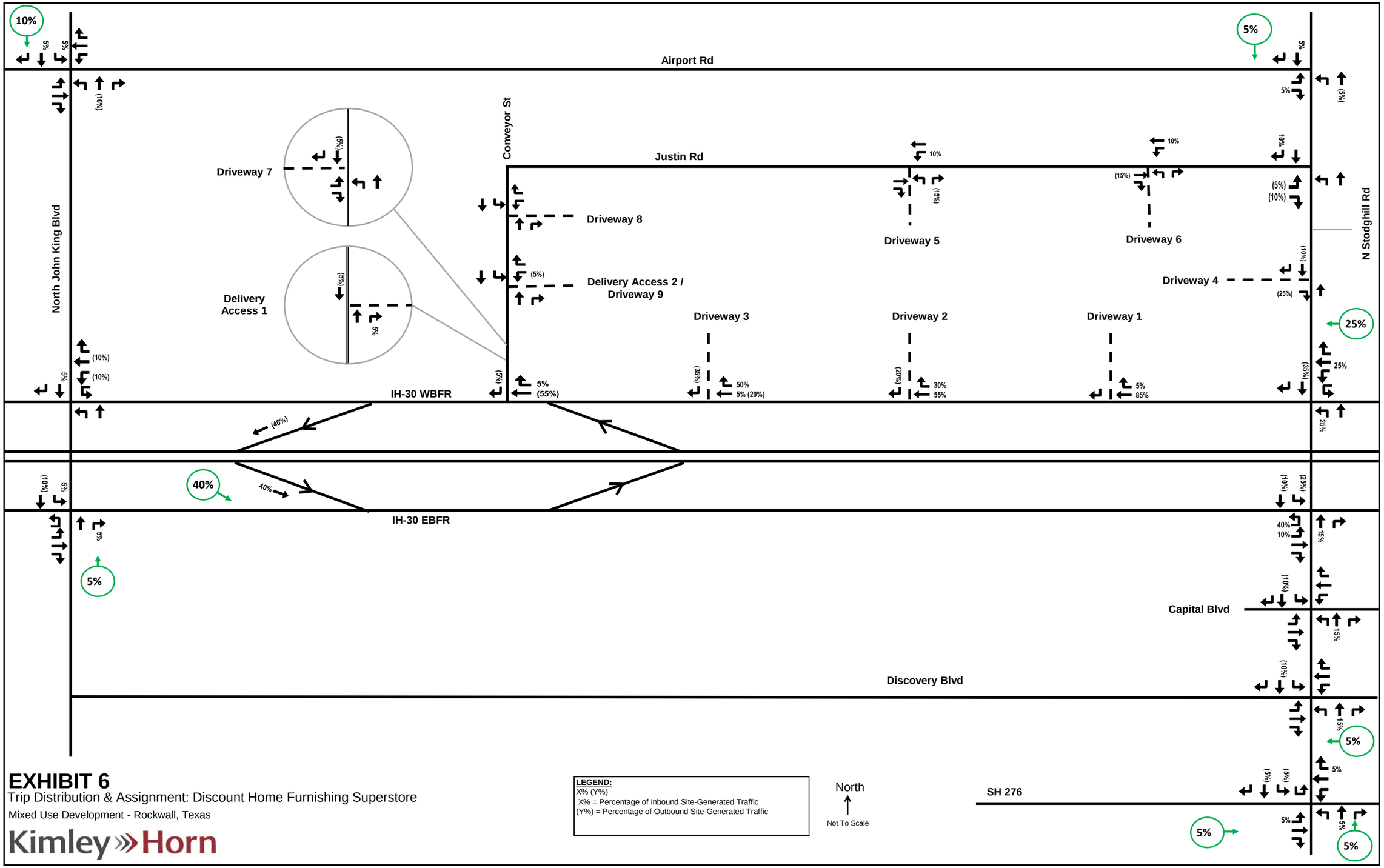


EXHIBIT 6

Trip Distribution & Assignment: Discount Home Furnishing Superstore

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic

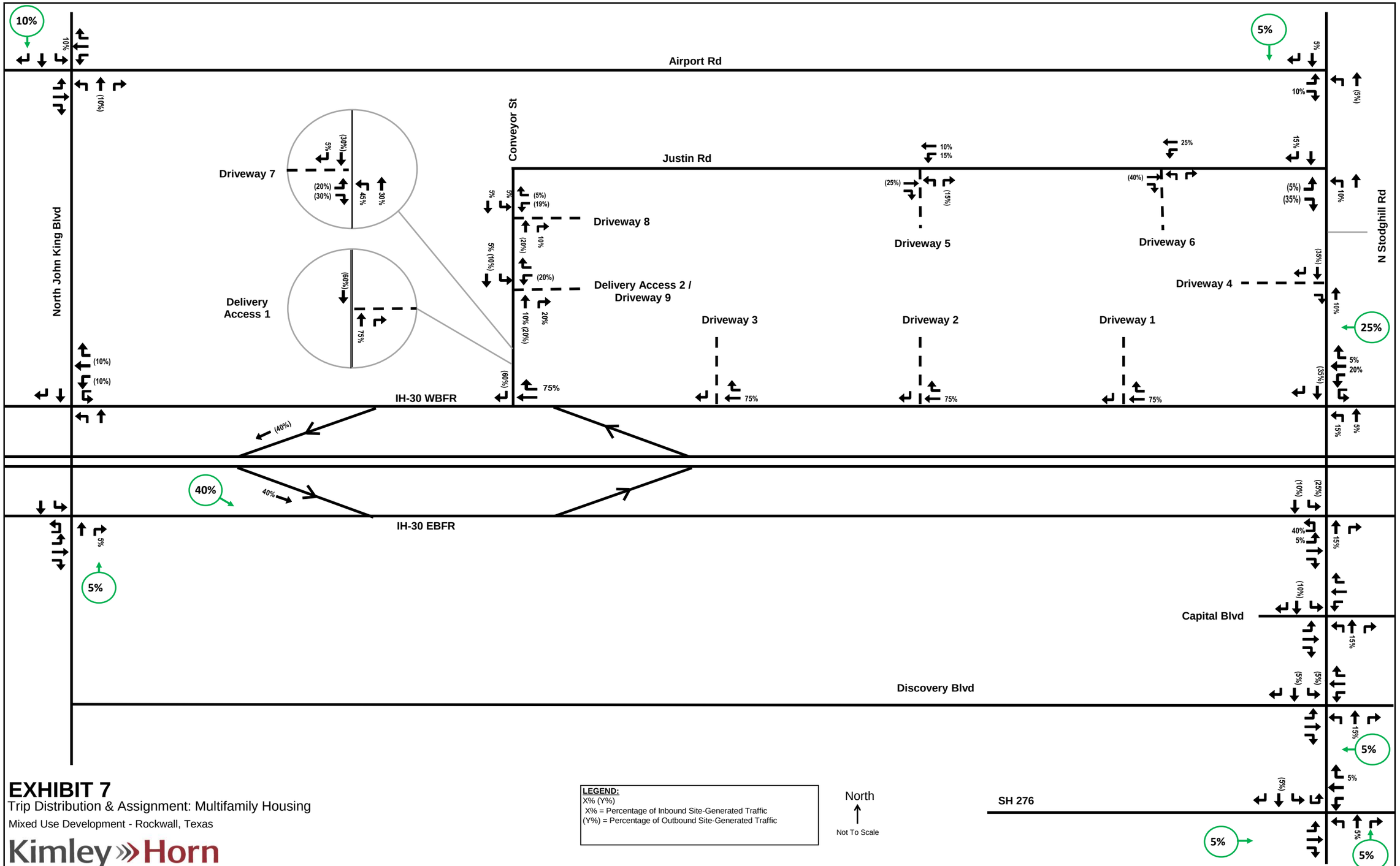


EXHIBIT 7

Trip Distribution & Assignment: Multifamily Housing

Mixed Use Development - Rockwall, Texas

Kimley»Horn

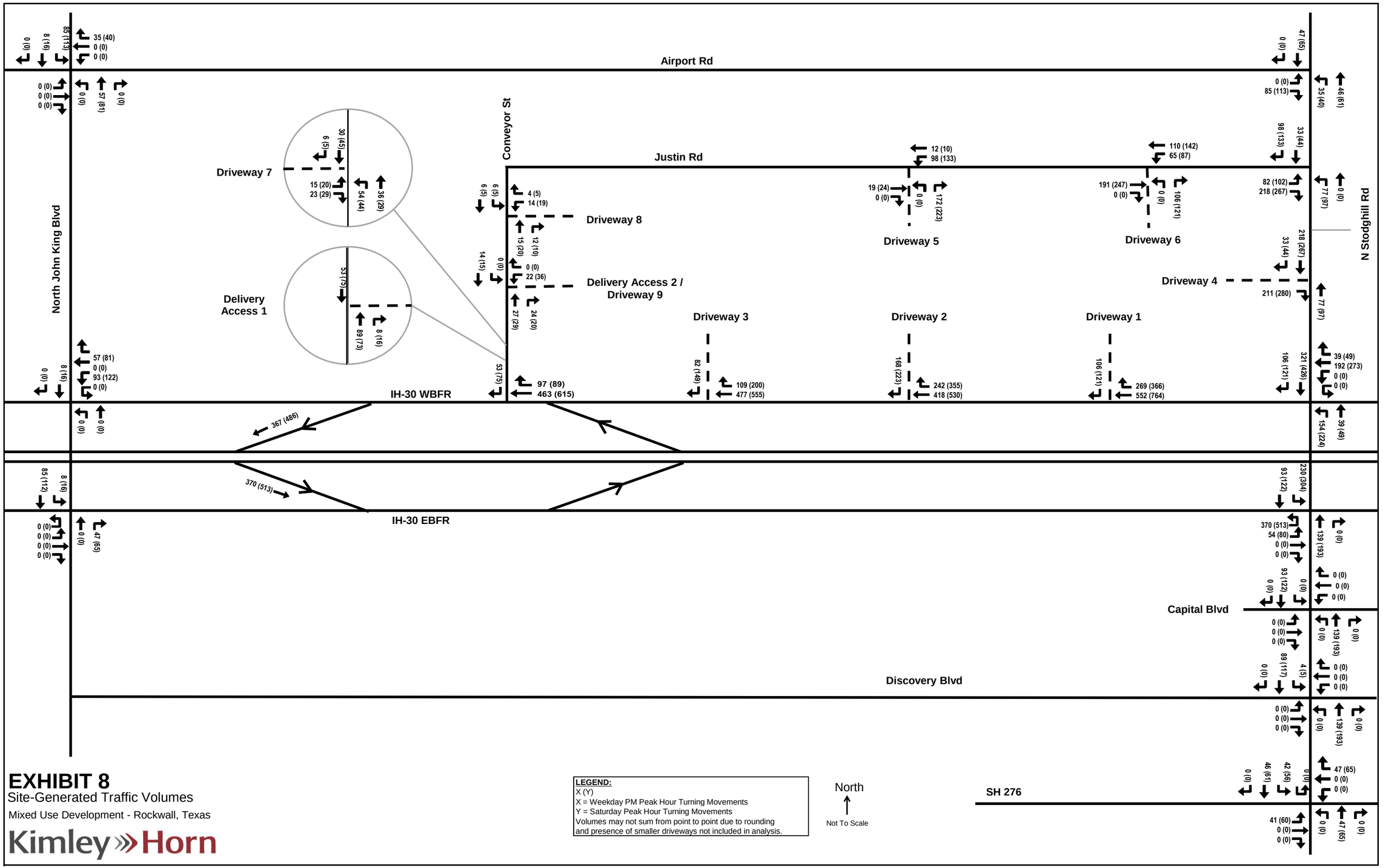


EXHIBIT 8

Site-Generated Traffic Volumes

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekday PM Peak Hour Turning Movements
Y = Saturday Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North
Not To Scale

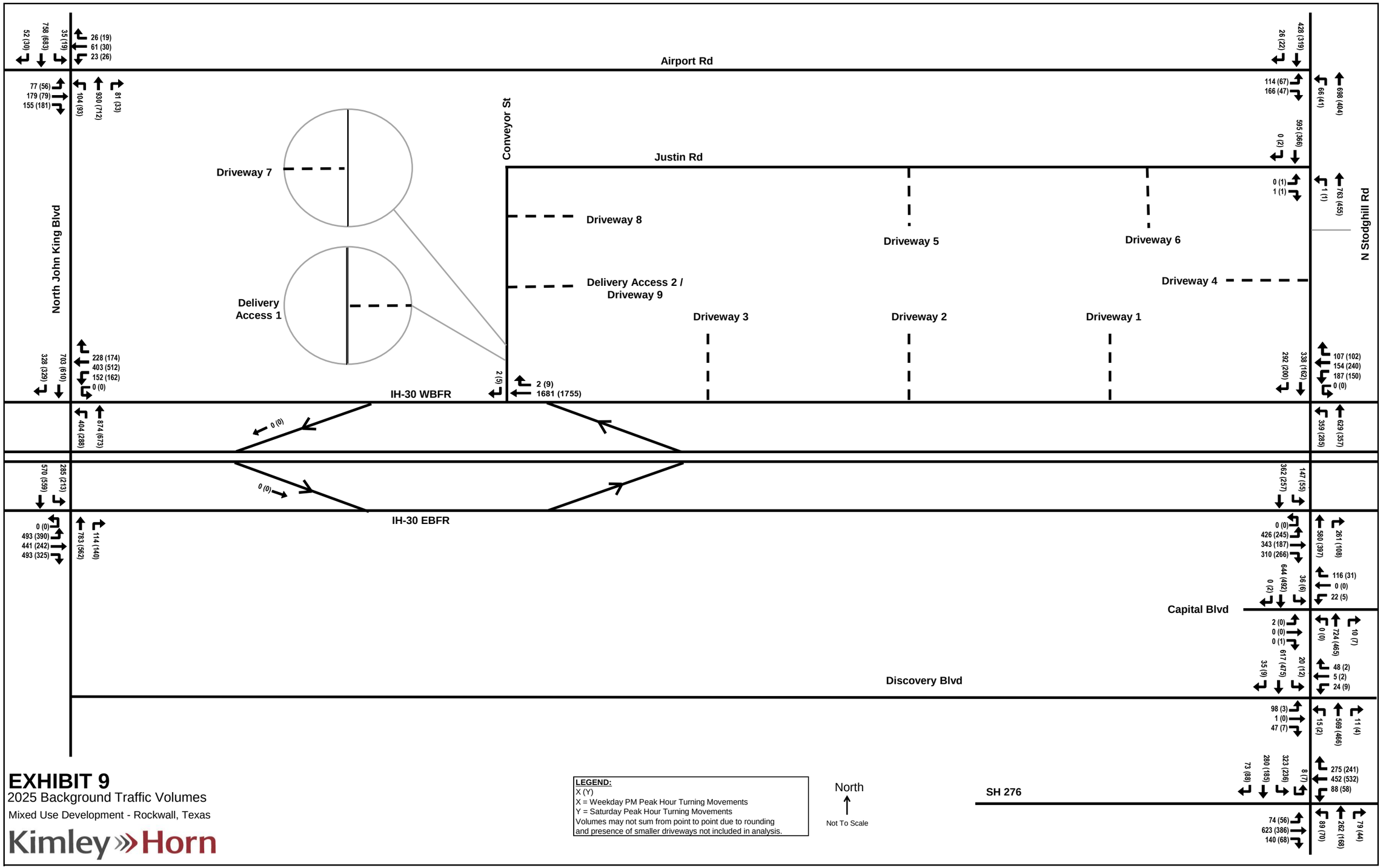


EXHIBIT 9

2025 Background Traffic Volumes

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekday PM Peak Hour Turning Movements
Y = Saturday Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North
Not To Scale

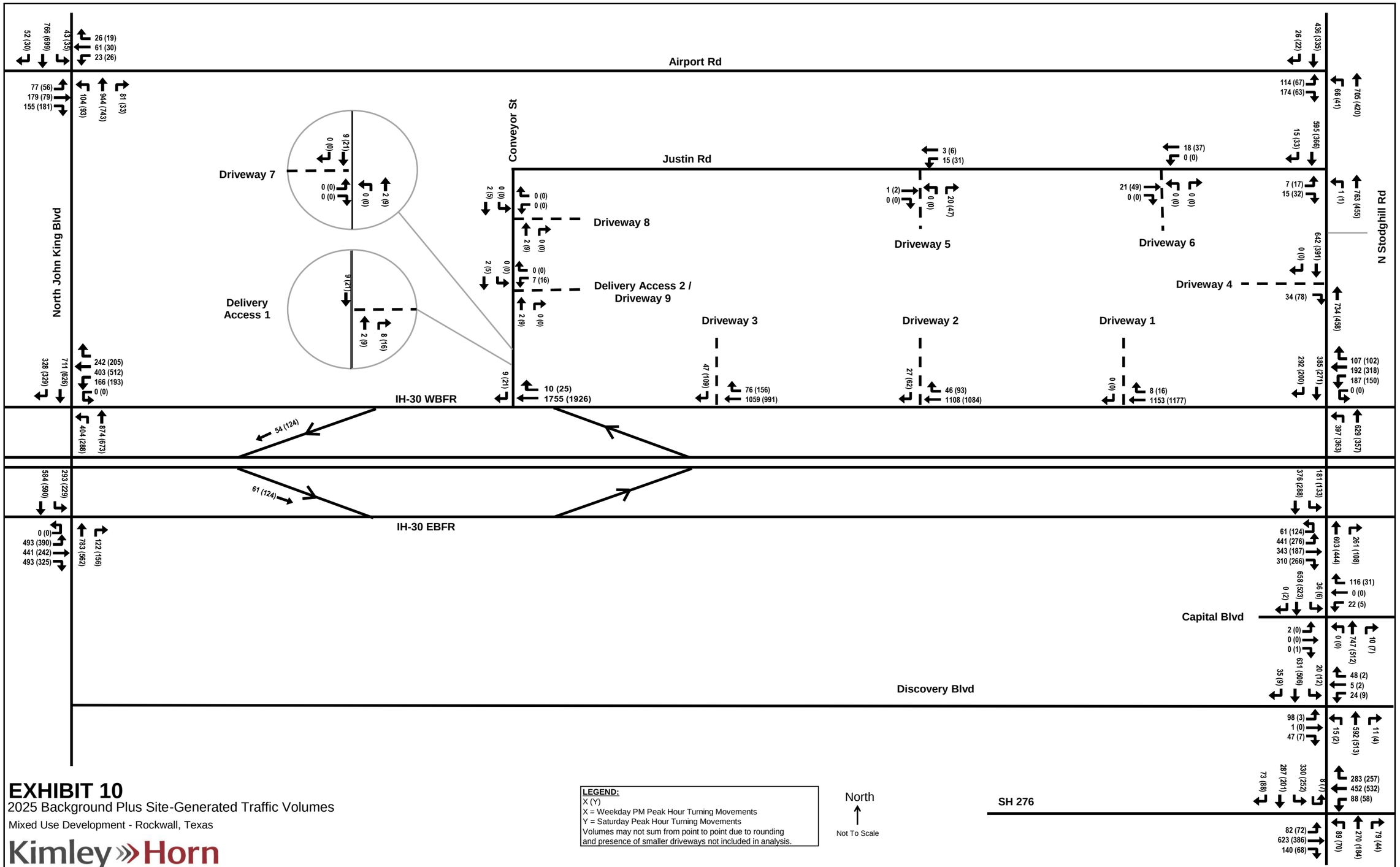


EXHIBIT 10

2025 Background Plus Site-Generated Traffic Volumes

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekday PM Peak Hour Turning Movements
Y = Saturday Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North
Not To Scale

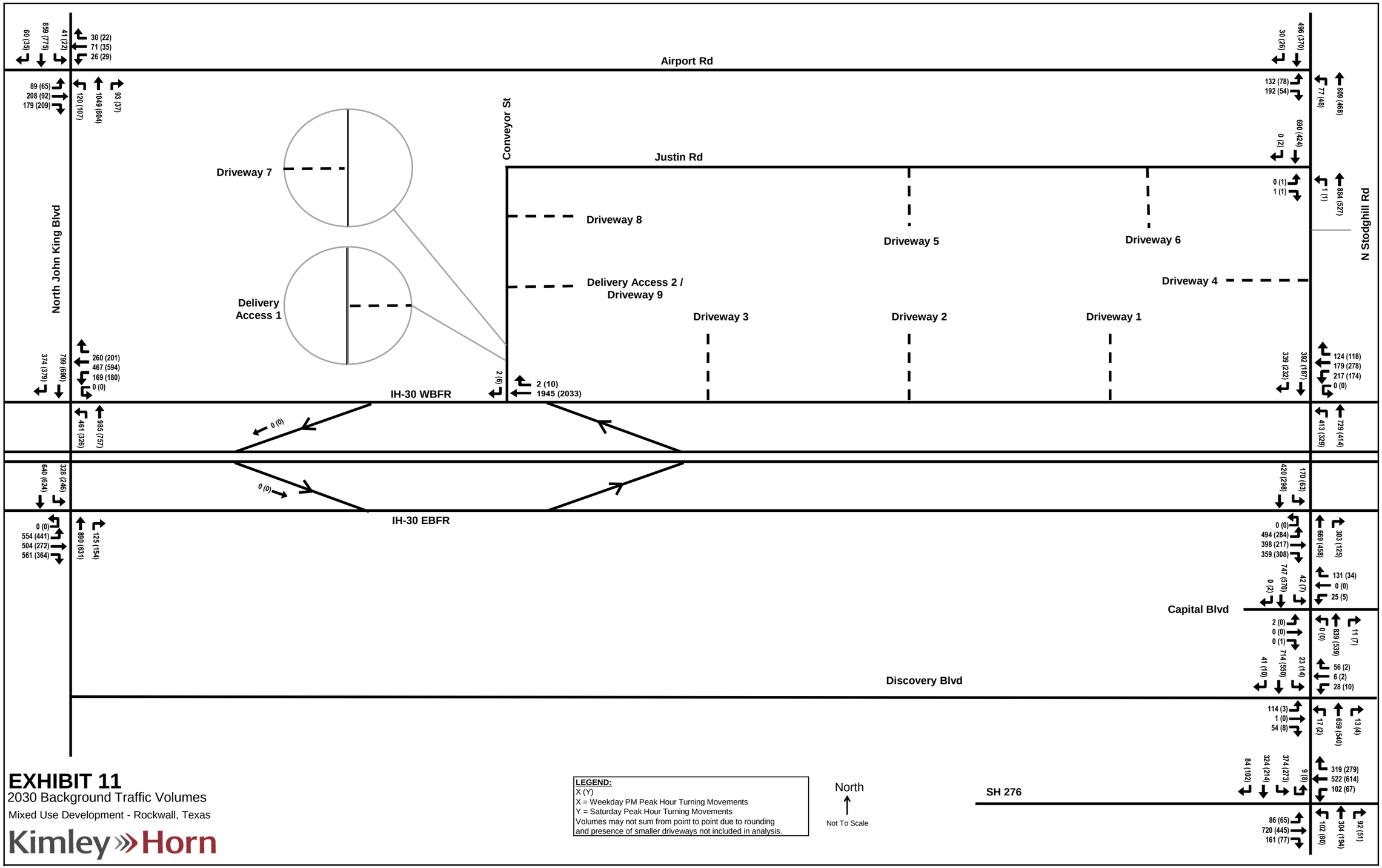


EXHIBIT 11

2030 Background Traffic Volumes

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekday PM Peak Hour Turning Movements
Y = Saturday Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North
Not To Scale

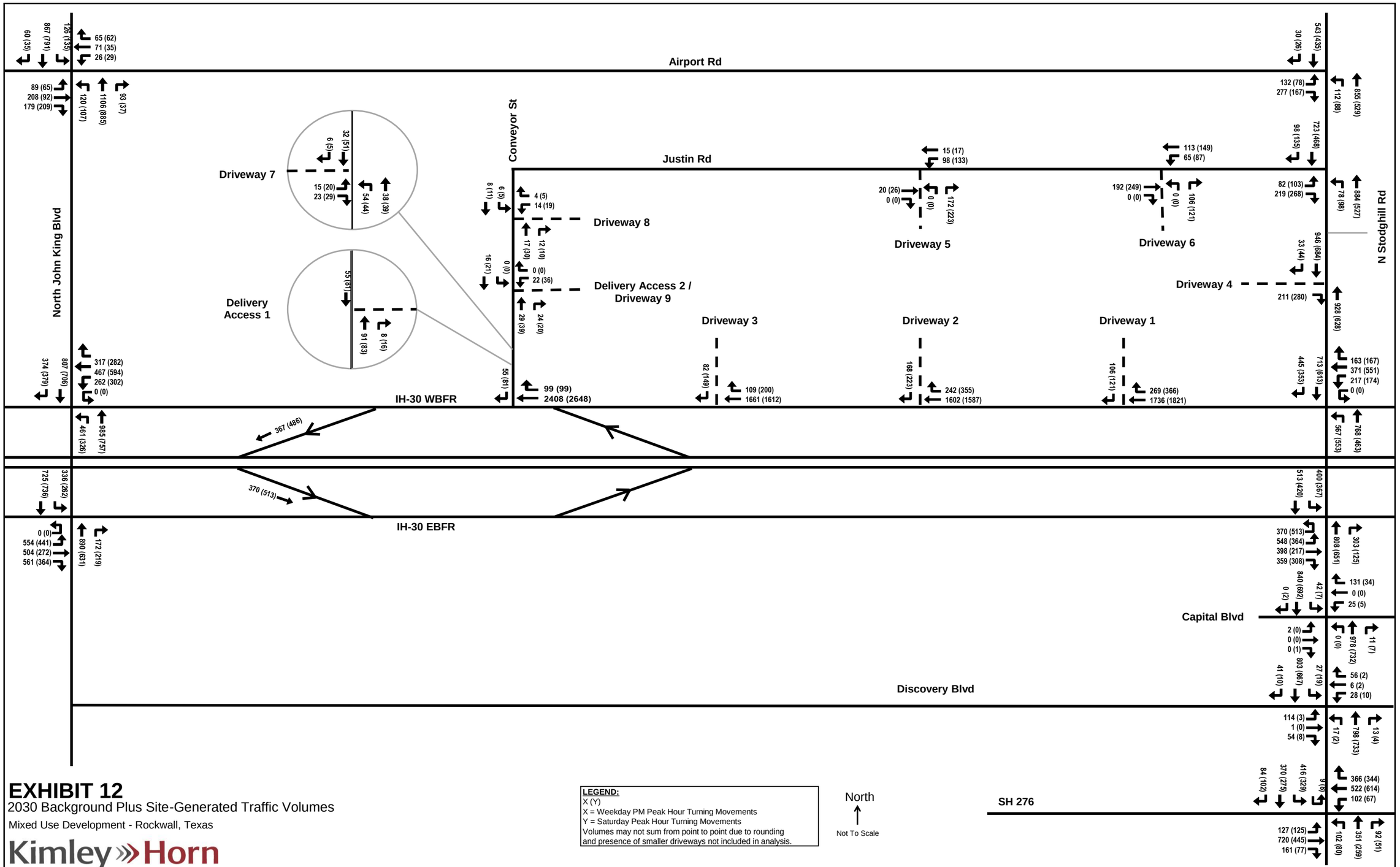


EXHIBIT 12

2030 Background Plus Site-Generated Traffic Volumes

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekday PM Peak Hour Turning Movements
Y = Saturday Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North
Not To Scale

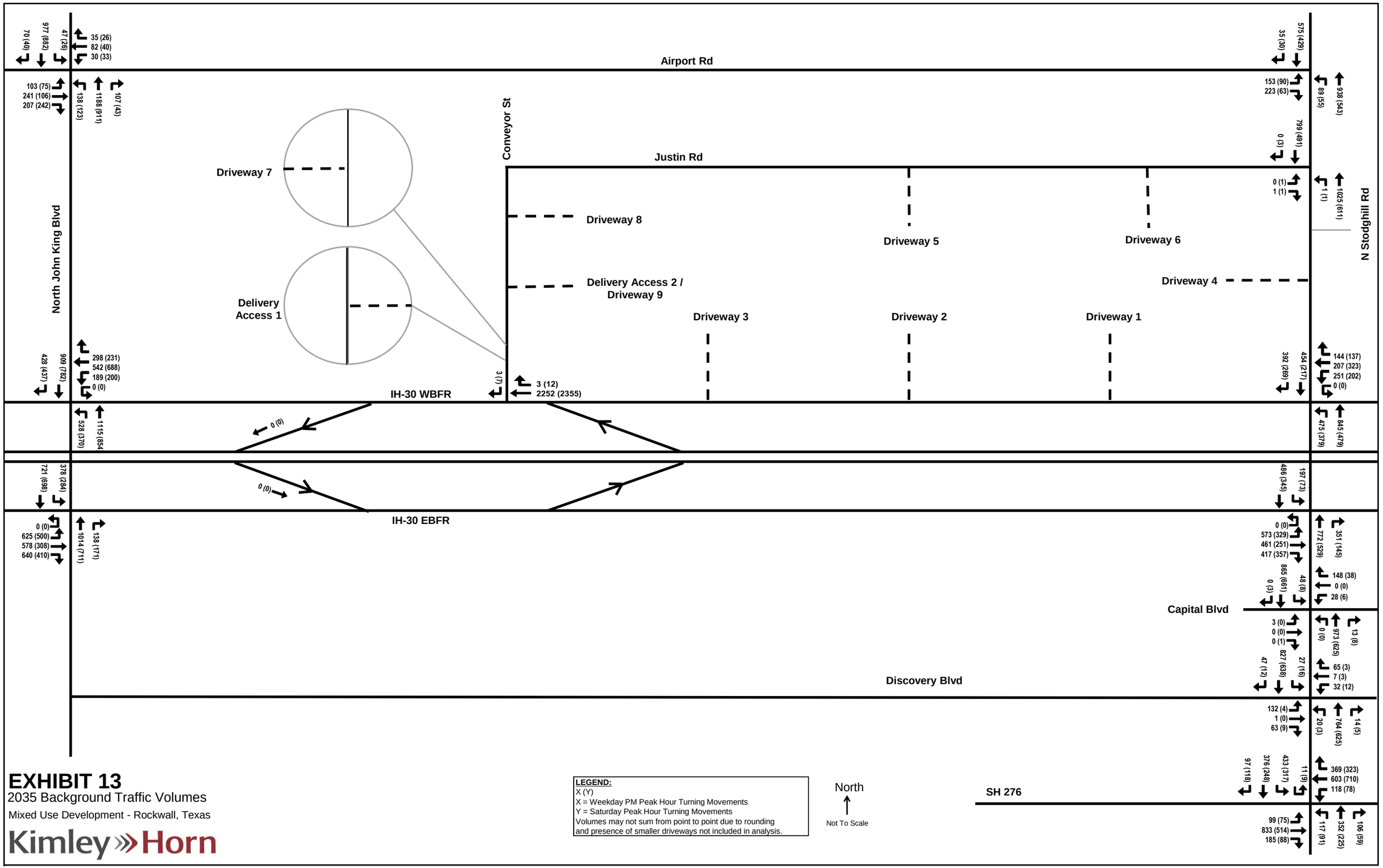


EXHIBIT 13

2035 Background Traffic Volumes

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekday PM Peak Hour Turning Movements
Y = Saturday Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North
Not To Scale

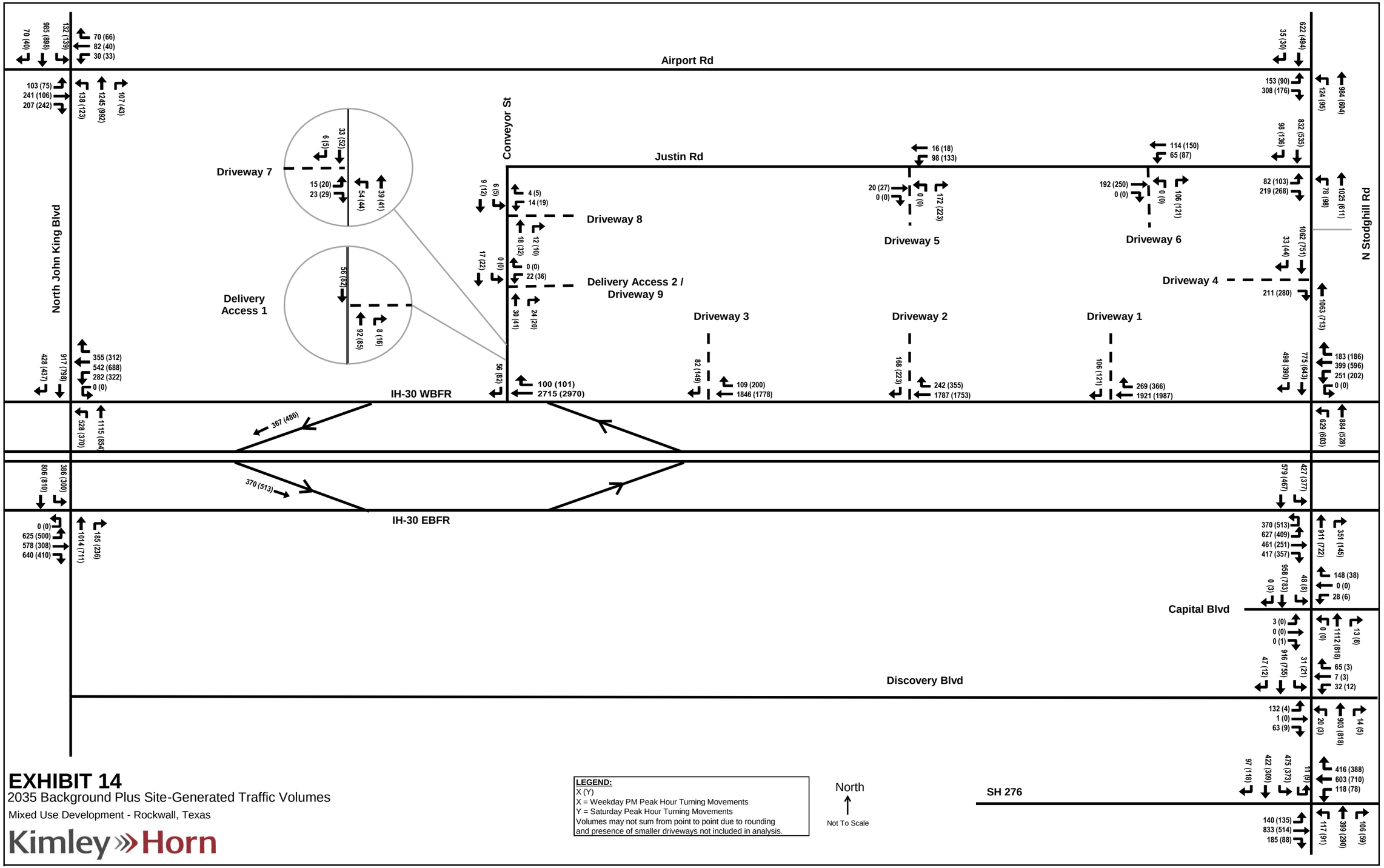


EXHIBIT 14

2035 Background Plus Site-Generated Traffic Volumes

Mixed Use Development - Rockwall, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekday PM Peak Hour Turning Movements
Y = Saturday Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North
Not To Scale

III. TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn conducted a traffic operations analysis to determine potential capacity deficiencies in the 2023, 2025, and 2030 study years at the study intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual.*

A. Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). **Table 3** shows the definition of level of service for signalized and unsignalized intersections.

Table 3 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. For the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is defined for each movement. Unlike signalized intersections which define LOS for each approach and for the intersection as a whole, LOS for two-way stop-controlled intersections is not defined as a whole.

Signal timings for the signalized intersections were provided by TxDOT Dallas District and were used for the existing conditions analysis. Signal timing adjustments were made for the 2030 and 2035 scenarios which would be expected as traffic continues to increase a year over year in this area.

B. Analysis Results

Table 4 and **Table 5** show the intersection operational results for the weekday PM peak hour for signalized and unsignalized intersections, respectively. **Table 6** and **Table 7** show the intersection operational results for the Saturday peak hour for signalized and unsignalized intersections, respectively.

Table 4 – Traffic Operational Results – Weekday PM Peak Hour (Signalized Intersections)

INTERSECTION	APPROACH	2023 Existing Traffic		2025 Background Traffic		2025 Background plus Site Traffic		2030 Background Traffic		2030 Background plus Site Traffic		2035 Background Traffic		2035 Background plus Site Traffic	
		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Signalized Intersection															
Stodghill Road & I-30 WBFR	WB	47.7	D	48.1	D	49.1	D	51.4	D	52.5	D	54.1	D	54.7	D
	NB	0.7	A	0.8	A	1.0	A	1.1	A	4.3	A	2.1	A	15.9	B
	SB	30.0	C	30.2	C	31.6	C	30.6	C	54.7	D	35.8	D	72.9	E
	Overall	**20.0**	**B**	**20.0**	**B**	**21.1**	**C**	**21.0**	**C**	**33.4**	**C**	**23.7**	**C**	**44.9**	**D**
Stodghill Road & I-30 EBFR	EB	82.6	F	88.1	F	101.7	F	137.7	F	191.3	F	193.2	F	244.0	F
	NB	34.5	C	35.3	D	36.7	D	38.0	D	47.8	D	42.6	D	55.1	E
	SB	1.0	A	1.0	A	1.0	A	1.1	A	3.0	A	1.2	A	3.3	A
	Overall	**49.0**	**D**	**51.5**	**D**	**57.1**	**E**	**74.6**	**E**	**91.7**	**F**	**101.0**	**F**	**116.6**	**F**
SH 276 & Stodghill Road	EB	30.8	C	31.0	C	30.8	C	32.8	C	32.5	C	35.8	D	35.6	D
	WB	21.8	C	22.2	C	22.7	C	23.8	C	23.1	C	25.3	C	25.9	C
	NB	24.0	C	24.1	C	24.4	C	24.9	C	26.3	C	26.0	C	27.3	C
	SB	31.8	C	33.1	C	34.1	C	41.0	D	57.6	E	63.7	E	97.4	F
	Overall	**27.3**	**C**	**27.8**	**C**	**28.3**	**C**	**30.9**	**C**	**35.2**	**D**	**38.1**	**D**	**47.2**	**D**
John King Blvd & I-30 WBFR	WB	46.5	D	49.5	D	51.0	D	47.8	D	59.0	E	59.8	E	75.7	E
	NB	2.5	A	3.1	A	3.1	A	5.3	A	5.3	A	7.1	A	7.1	A
	SB	36.9	D	42.3	D	42.5	D	59.1	E	59.3	E	84.3	F	91.3	F
	Overall	**25.8**	**C**	**27.9**	**C**	**28.6**	**C**	**34.1**	**C**	**38.0**	**D**	**46.4**	**D**	**53.7**	**D**
John King Blvd & I-30 EBFR	EB	83.9	F	157.9	F	158.7	F	130.1	F	136.5	F	256.5	F	267.7	F
	NB	45.4	D	46.8	D	46.6	D	63.6	E	62.1	E	58.4	E	57.4	E
	SB	1.1	A	1.9	A	2.0	A	2.6	A	3.3	A	3.8	A	5.5	A
	Overall	**51.1**	**D**	**84.6**	**F**	**84.2**	**F**	**77.1**	**E**	**77.6**	**E**	**132.9**	**F**	**134.3**	**F**
Airport Road & John King Blvd	EB	-	-	16.7	B	17.2	B	20.8	C	22.6	C	24.9	C	27.7	C
	WB	-	-	16.1	B	16.5	B	18.3	B	16.0	B	19.7	B	17.2	B
	NB	-	-	10.1	B	11.6	B	13.0	B	15.0	B	14.7	B	16.7	B
	SB	-	-	13.8	B	13.3	B	14.4	B	13.6	B	15.8	B	16.7	B
	Overall	**-**	**-**	**12.7**	**B**	**13.3**	**B**	**15.0**	**B**	**15.8**	**B**	**17.0**	**B**	**18.5**	**B**

Table 5 – Traffic Operational Results – Weekday PM Peak Hour (Unsignalized Intersections)

INTERSECTION	APPROACH	2023 Existing Traffic		2025 Background Traffic		2025 Background plus Site Traffic		2030 Background Traffic		2030 Background plus Site Traffic		2035 Background Traffic		2035 Background plus Site Traffic	
		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Unsignalized Intersection															
Airport Road & Stodghill Road	EB	14.9	B	15.2	C	15.3	C	18.4	C	21.2	C	25.2	D	31.3	D
	NBL	8.6	A	8.6	A	8.7	A	9.0	A	9.4	A	9.4	A	9.9	A
Justin Road & Stodghill Road	EB	10.3	B	10.3	B	14.5	B	10.7	B	45.7	E	11.2	B	83.4	F
	NBL	10.6	B	10.7	B	11.0	B	11.6	B	10.8	B	13.0	B	11.8	B
Capital Blvd & Stodghill Road	EB	20.2	C	21.2	C	21.7	C	25.2	D	29.5	D	31.9	D	38.1	E
	WB	14.6	B	15.8	C	16.1	C	19.0	C	23.0	C	25.1	D	32.6	D
	SBL	9.6	A	9.6	A	9.8	A	10.3	B	11.1	B	11.1	B	12.1	B
	NBL	11.9	B	12.1	B	12.2	B	13.4	B	14.7	B	15.1	C	16.8	C
Discovery Blvd & Stodghill Road	EB	21.9	C	22.8	C	23.6	C	33.3	D	47.0	E	64.4	F	102.5	F
	WB	13.9	B	14.3	B	14.5	B	16.1	C	18.6	C	18.8	C	22.4	C
	SBL	8.9	A	8.9	A	9.0	A	9.3	A	10.0	A	9.8	A	10.6	B
	NBL	9.1	A	9.2	A	9.3	A	9.7	A	10.1	B	10.3	B	10.8	B
Conveyor Street & I-30 WBFR	SB	18.9	C	19.6	C	21.2	C	23.5	C	65.9	F	29.7	D	112.8	F
Airport Road & John King Blvd	EB	19.8	C	-	-	-	-	-	-	-	-	-	-	-	-
	WB	14.0	B	-	-	-	-	-	-	-	-	-	-	-	-
	NB	38.3	E	-	-	-	-	-	-	-	-	-	-	-	-
	SB	31.6	D	-	-	-	-	-	-	-	-	-	-	-	-
Driveway 1 & I-30 WBFR	SB	-	-	-	-	0.0	A	-	-	28.9	D	-	-	36.4	E
Driveway 2 & I-30 WBFR	SB	-	-	-	-	13.7	B	-	-	35.4	E	-	-	49.5	E
Driveway 3 & I-30 WBFR	SB	-	-	-	-	13.8	B	-	-	23.7	C	-	-	28.6	D
Driveway 4 @ Stodghill Road	EBR	-	-	-	-	10.9	B	-	-	18.5	C	-	-	21.2	C
Driveway 5 & Justin Road	NB	-	-	-	-	8.4	A	-	-	9.1	A	-	-	9.1	A
	WBL	-	-	-	-	7.2	A	-	-	7.4	A	-	-	7.4	A
Driveway 6 & Justin Road	NB	-	-	-	-	0.0	A	-	-	9.4	A	-	-	9.4	A
	WBL	-	-	-	-	0.0	A	-	-	7.8	A	-	-	7.8	A
Driveway 7 & Conveyor Street	NBL	-	-	-	-	0.0	A	-	-	7.4	A	-	-	7.4	A
	EBR	-	-	-	-	0.0	A	-	-	9.2	A	-	-	9.2	A
Driveway 8 & Justin Road	SBL	-	-	-	-	0.0	A	-	-	7.3	A	-	-	7.3	A
	WBL	-	-	-	-	0.0	A	-	-	8.8	A	-	-	8.8	A
Delivery Driveway 2 & Conveyor Street	WB	-	-	-	-	8.6	A	-	-	8.9	A	-	-	8.9	A
	SBL	-	-	-	-	0.0	A	-	-	0.0	A	-	-	0.0	A

Table 6 – Traffic Operational Results – SAT Peak Hour (Signalized Intersections)

INTERSECTION	APPROACH	2023 Existing Traffic		2025 Background Traffic		2025 Background plus Site Traffic		2030 Background Traffic		2030 Background plus Site Traffic		2035 Background Traffic		2035 Background plus Site Traffic	
		SAT PEAK HOUR		SAT PEAK HOUR		SAT PEAK HOUR		SAT PEAK HOUR		SAT PEAK HOUR		SAT PEAK HOUR		SAT PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Signalized Intersection															
Stodghill Road & I-30 WBFR	WB	38.4	D	39.1	D	43.8	D	42.4	D	59.7	E	46.4	D	67.3	E
	NB	0.9	A	1.0	A	1.6	A	1.2	A	5.1	A	1.4	A	6.8	A
	SB	24.8	C	25.4	C	30.7	C	26.8	C	48.8	D	27.5	C	54.8	D
	Overall	**19.2**	**B**	**19.5**	**B**	**23.1**	**C**	**21.0**	**C**	**36.7**	**D**	**22.6**	**C**	**41.5**	**D**
Stodghill Road & I-30 EBFR	EB	29.3	C	29.9	C	34.8	C	33.3	C	72.3	E	39.6	D	94.5	F
	NB	31.4	C	31.9	C	35.1	D	34.3	C	46.7	D	36.7	D	48.0	D
	SB	0.3	A	0.3	A	0.4	A	0.4	A	2.2	A	0.7	A	2.1	A
	Overall	**24.0**	**C**	**24.5**	**C**	**26.4**	**C**	**26.9**	**C**	**41.7**	**D**	**30.6**	**C**	**51.2**	**D**
SH 276 & Stodghill Road	EB	27.2	C	27.0	C	26.8	C	28.7	C	28.5	C	30.1	C	30.2	C
	WB	24.0	C	24.4	C	24.2	C	25.1	C	25.0	C	26.3	C	26.5	C
	NB	23.0	C	23.0	C	23.6	C	23.6	C	25.8	C	24.1	C	26.1	C
	SB	23.8	C	24.3	C	25.4	C	26.9	C	32.7	C	30.3	C	38.7	D
	Overall	**24.6**	**C**	**24.8**	**C**	**25.0**	**C**	**26.2**	**C**	**27.9**	**C**	**27.8**	**C**	**30.4**	**C**
John King Blvd & I-30 WBFR	WB	55.8	E	70.8	E	76.9	E	62.1	E	94.3	F	55.2	E	80.2	F
	NB	1.4	A	2.1	A	2.1	A	2.0	A	2.0	A	3.5	A	3.5	A
	SB	33.0	C	35.7	D	36.1	D	46.2	D	46.6	D	66.3	E	66.5	E
	Overall	**30.4**	**C**	**34.8**	**C**	**37.7**	**D**	**35.9**	**D**	**49.0**	**D**	**41.2**	**D**	**50.9**	**D**
John King Blvd & I-30 EBFR	EB	43.1	D	53.2	D	53.2	D	44.4	D	47.2	D	97.6	F	101.7	F
	NB	39.4	D	41.0	D	40.3	D	48.7	D	45.8	D	50.5	D	47.8	D
	SB	2.0	A	3.1	A	3.4	A	4.3	A	4.7	A	5.5	A	5.9	A
	Overall	**28.8**	**C**	**33.8**	**C**	**33.1**	**C**	**32.9**	**C**	**32.2**	**C**	**54.8**	**D**	**53.6**	**D**
Airport Road & John King Blvd	EB	-	-	10.9	B	10.7	B	11.8	B	12.3	B	14.4	B	14.9	B
	WB	-	-	15.0	B	14.6	B	16.0	B	12.7	B	17.3	B	14.0	B
	NB	-	-	6.6	A	8.4	A	7.0	A	12.3	B	9.2	A	13.2	B
	SB	-	-	12.7	B	12.5	B	13.0	B	11.7	B	13.7	B	12.9	B
	Overall	**-**	-	**9.9**	**A**	**10.5**	**B**	**10.4**	**B**	**12.1**	**B**	**12.0**	**B**	**13.4**	**B**

Table 7 – Traffic Operational Results – SAT Peak Hour (Unsignalized Intersections)

INTERSECTION	APPROACH	2023 Existing Traffic		2025 Background Traffic		2025 Background plus Site Traffic		2030 Background Traffic		2030 Background plus Site Traffic		2035 Background Traffic		2035 Background plus Site Traffic	
		SAT PEAK HOUR		SAT PEAK HOUR		SAT PEAK HOUR		SAT PEAK HOUR		SAT PEAK HOUR		SAT PEAK HOUR		SAT PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Unsignalized Intersection															
Airport Road & Stodghill Road	EB	11.7	B	11.8	B	11.7	B	12.7	B	13.0	B	13.9	B	14.3	B
	NBL	8.1	A	8.1	A	8.1	A	8.3	A	8.6	A	8.5	A	8.9	A
Justin Road & Stodghill Road	EB	11.4	B	11.5	B	11.5	B	12.3	B	21.4	C	13.3	B	26.4	D
	NBL	8.1	A	8.1	A	8.2	A	8.2	A	9.2	A	8.4	A	9.6	A
Capital Blvd & Stodghill Road	EB	9.8	A	9.9	A	10.0	A	10.2	B	10.7	B	10.5	B	11.1	B
	WB	10.5	B	10.7	B	10.9	B	11.1	B	12.4	B	11.8	B	13.3	B
	SBL	8.6	A	8.7	A	8.9	A	8.9	A	9.8	A	9.3	A	10.2	B
	NBL	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
Discovery Blvd & Stodghill Road	EB	11.1	B	11.2	B	11.5	B	11.7	B	12.8	B	12.7	B	14.1	B
	WB	13.6	B	13.9	B	14.5	B	15.1	C	18.3	C	16.6	C	20.4	C
	SBL	8.5	A	8.5	A	8.7	A	8.8	A	9.6	A	9.1	A	10.0	A
	NBL	9.0	A	9.0	A	9.2	A	9.4	A	10.1	B	9.7	A	10.4	B
Conveyor Street & I-30 WBFR	SB	19.0	C	19.5	C	23.7	C	23.6	C	114.4	F	29.9	D	214.5	F
Airport Road & John King Blvd	EB	13.9	B	-	-	-	-	-	-	-	-	-	-	-	-
	WB	11.6	B	-	-	-	-	-	-	-	-	-	-	-	-
	NB	17.4	C	-	-	-	-	-	-	-	-	-	-	-	-
	SB	19.0	C	-	-	-	-	-	-	-	-	-	-	-	-
Driveway 1 & I-30 WBFR	SB	-	-	-	-	0.0	A	-	-	35.5	E	-	-	45.4	E
Driveway 2 & I-30 WBFR	SB	-	-	-	-	14.4	B	-	-	53.7	F	-	-	81.3	F
Driveway 3 & I-30 WBFR	SB	-	-	-	-	14.8	B	-	-	31.7	D	-	-	41.2	E
Driveway 4 @ Stodghill Road	EBR	-	-	-	-	10.1	B	-	-	16.9	C	-	-	18.2	C
Driveway 5 & Justin Road	NB	-	-	-	-	8.5	A	-	-	9.4	A	-	-	9.4	A
	WBL	-	-	-	-	7.3	A	-	-	7.5	A	-	-	7.5	A
Driveway 6 & Justin Road	NB	-	-	-	-	0.0	A	-	-	9.8	A	-	-	9.8	A
	WBL	-	-	-	-	0.0	A	-	-	8.0	A	-	-	8.0	A
Driveway 7 & Conveyor Street	NBL	-	-	-	-	0.0	A	-	-	7.4	A	-	-	7.4	A
	EBR	-	-	-	-	0.0	A	-	-	9.3	A	-	-	9.3	A
Driveway 8 & Justin Road	SBL	-	-	-	-	0.0	A	-	-	7.3	A	-	-	7.3	A
	WBL	-	-	-	-	0.0	A	-	-	8.9	A	-	-	8.9	A
Delivery Driveway 2 & Conveyor Street	WB	-	-	-	-	8.6	A	-	-	9.1	A	-	-	9.1	A
	SBL	-	-	-	-	0.0	A	-	-	0.0	A	-	-	0.0	A

C. 2023 Existing Traffic Operations

- All of the unsignalized study intersections operate at LOS D or better during both peak hours with the exception of John King Boulevard at Airport Road which operates at LOS E for the northbound approach during the PM peak hour.
    - The Highway Capacity Manual does not support analysis for an all-way stop-controlled approach intersection if the number of approach lanes are three or more. Therefore, to evaluate this intersection, a northbound and southbound through lane, along with its associated through volume, was reduced.
    - Per the Park Hills TIA, traffic signalization is warranted at John King Boulevard and Airport Road based on volumes collected in 2022. It is assumed that this intersection will be signalized by others and therefore, was modeled as signalized in all other study scenarios.
- The signalized intersections operate at LOS D or better overall.
    - The eastbound approach at Stodghill Road and I-30 EBFR operates at LOS F during the PM peak hour. There is currently a high volume of eastbound left-turn vehicles at this intersection and only one eastbound left-turn lane. Additional capacity left-turn capacity on this approach can help improve traffic operations. See **Mitigation Analysis** for further analysis at this intersection.
    - The eastbound approach at John King Boulevard and the I-30 EBFR operates at LOS F in the PM peak hour. Due to the limited number of lanes on the eastbound approach, additional capacity for the eastbound left movement can only be accommodated with an exclusive left-turn lane which is not feasible without significantly reducing the eastbound through capacity. Similarly, the westbound approach at John King Boulevard and the I-30 WBFR operates at LOS E during the Saturday peak hour. However, additional capacity on this approach is also not feasible. It is expected that John King Boulevard and I-30 interchange will require traffic signal timing adjustments to improve intersection operations during existing and projected background scenarios.

D. 2025 Background Traffic Operations

- 2 years of 1% background growth added to network. All background developments were modeled and added to the roadway network.
- The notable LOS change occurs at John King Boulevard and I-30 EBFR. The overall LOS changes from LOS D to LOS F in the PM peak hour. This intersection is expected to be heavily utilized by inbound and outbound trips generated from the Rockwall Grocery Store that will be located in the southeast corner of this interchange. As mentioned in the 2023 existing conditions, it is expected that John King Boulevard and I-30 interchange will require traffic signal timing adjustments to improve intersection operations during existing and projected background scenarios. Because this intersection already operates at a LOS F during background scenarios, the proposed Mixed-Use development is not responsible for mitigations at this intersection.
- All other intersections operate acceptably.

E. 2025 Background Plus Site-Generated Traffic Operations

- Phase 1 (Discount Home Furnishing Superstore) site-generated traffic added to 2025 background traffic.
- The overall delay at Stodghill Road & I-30 EBFR worsens from LOS D to LOS E. However, the site generated traffic does not cause a disproportionate increase in delay, as the delay only increases by 5.6 sec/veh. As mentioned in the existing traffic operations section, adding additional left turn capacity may decrease the eastbound delay at this intersection.

- Compared to the 2025 background, there are no other notable degradations in intersection level of service.
    - The signalized intersections are able to accommodate the site-generated traffic with minimal increases in delay.

- All of the site driveways operate at LOS C or better in both peak hours.

F. 2030 Background Traffic Operations

- 5 years of 3% background growth added to network. All background developments were modeled and added to the roadway network.
- No notable LOS change when compared to 2025 Background Traffic Operations at both the signalized and unsignalized study intersections.

G. 2030 Background Plus Site-Generated Traffic Operations

- Phase 2 (Discount Home Furnishing Superstore + Retail + Multifamily Housing) site-generated traffic added to 2030 background traffic.
- The overall delay at Stodghill Road and I-30 EBFR worsens from LOS E to LOS F. However, as mentioned earlier in this report, high delay was already present at this intersection due to background and existing traffic. See **Mitigation Analysis** section for the addition of eastbound left turn capacity, which mitigates the projected impacts from the proposed development.
- The eastbound movement at Justin Road & Stodghill Road now operates with LOS E during the PM and Saturday peak hours. The existing volumes along Stodghill Road, combined with the site generated traffic from the retail and residential land uses, causes delays for eastbound vehicles along Justin Road that are waiting for acceptable gaps in traffic to turn left or right. The intersection satisfies Warrant 1A, Warrant 1B, and Warrant 2 of the TxMUTCD during the 2030 background plus site generated traffic scenario, therefore a traffic signal is recommended at this intersection. See **Mitigation Analysis** section for the projected delay decrease after implementation of the traffic signal.
- Driveway 2 and Conveyor Street both operate with LOS F during PM and Saturday peak hours. High existing volumes along I-30 WBFR, grown at a rate of 3% for five years, have caused high delays for southbound vehicles attempting to turn right onto

I-30 WBFR. The delay at both intersections cannot be easily mitigated. If drivers find that the delays at both Driveway 2 and Conveyor Street are excessive, they may choose to alter their route to Driveway 4, Driveway 5, and Driveway 6, which all continue to operate acceptably with LOS C or better.

H. 2035 Background Traffic Operations

- 10 years of 3% background growth added to the roadway network. All background developments were also modeled and added to the roadway network.
- The previously mentioned intersections continue operating with high delay.
- The eastbound movement at Discovery Boulevard and Stodghill Road now operates with LOS F during the PM peak hour. The city of Rockwall has considered signalization at this intersection; however, the exact timeline of this improvement is unclear. City may continue monitoring operations at this intersection for any operational deficiencies that may occur in the future.
- No other notable increases in overall delay at the studied intersections.

I. 2035 Background Plus Site-Generated Traffic Operations

- Phase 2 (Discount Home Furnishing + Retail + Multifamily Housing) site-generated traffic added to 2035 background traffic.
- Driveway 1 operates with LOS E during the PM and Saturday peak hour
- Driveway 3 operates with LOS E during the Saturday peak hour
- As mentioned in the 2030 background plus site-generated traffic operations section, the LOS degradation at Driveway 1 and Driveway 3 are due to the high volumes along I-30 WBFR, causing high delays for southbound vehicles waiting for gaps in traffic to turn into I-30 WBFR.
- Similarly to Driveway 2 and Conveyor Street, delays at these intersections cannot be easily mitigated. If drivers find these delays to be excessive, they can alter their route by exiting the development through Driveway 4, Driveway 5, or Driveway 6 which all continue to operate with LOS C or better.

J. Traffic Signal Warrant Analysis

As mentioned in the 2030 background plus site generated traffic operations section, a Traffic Signal Warrant Analysis (TSWA) was performed at the intersection of Justin Road and Stodghill Road. A traffic signal at this intersection is being considered due to relatively high existing volumes along Stodghill Road, which make it difficult for the projected eastbound traffic from the development to make left or right turns.

There is currently an existing traffic signal around 900 feet south at Stodghill Road and I-30 WBFR. However, a traffic signal is still recommended at Stodghill Road & Justin Road due to the projected traffic that will be generated from the proposed development.

The warrant was examined per the Texas Manual of Uniform Traffic Control Devices (MUTCD), using all eastbound traffic on Justin Road. The intersection meets Warrant

1A, Warrant 1B, and Warrant 2 during the 2030 and 2035 buildout traffic scenarios. The intersection satisfies well beyond the required eight-hour and four-hour volume thresholds during 2030 and 2035 buildout scenarios. However, the intersection does not satisfy any warrant during 2025 (Phase 1) of the development.

The TSWA spreadsheet is located in the **Appendix**.

K. Access Spacing

The access connection spacing for the development is shown in **Figure 1.** The access spacing requirements are based on City of Rockwall and/or TxDOT requirements where applicable. **Table 8** shows the required access connection spacing per City of Rockwall while **Table 9** shows the required spacing per TxDOT. As shown, all driveways except Driveway 4 and Driveway 8 meet TxDOT or City of Rockwall requirements for access connection spacing. Coordination between the development and applicable jurisdictions will be required for a variance at these driveways.

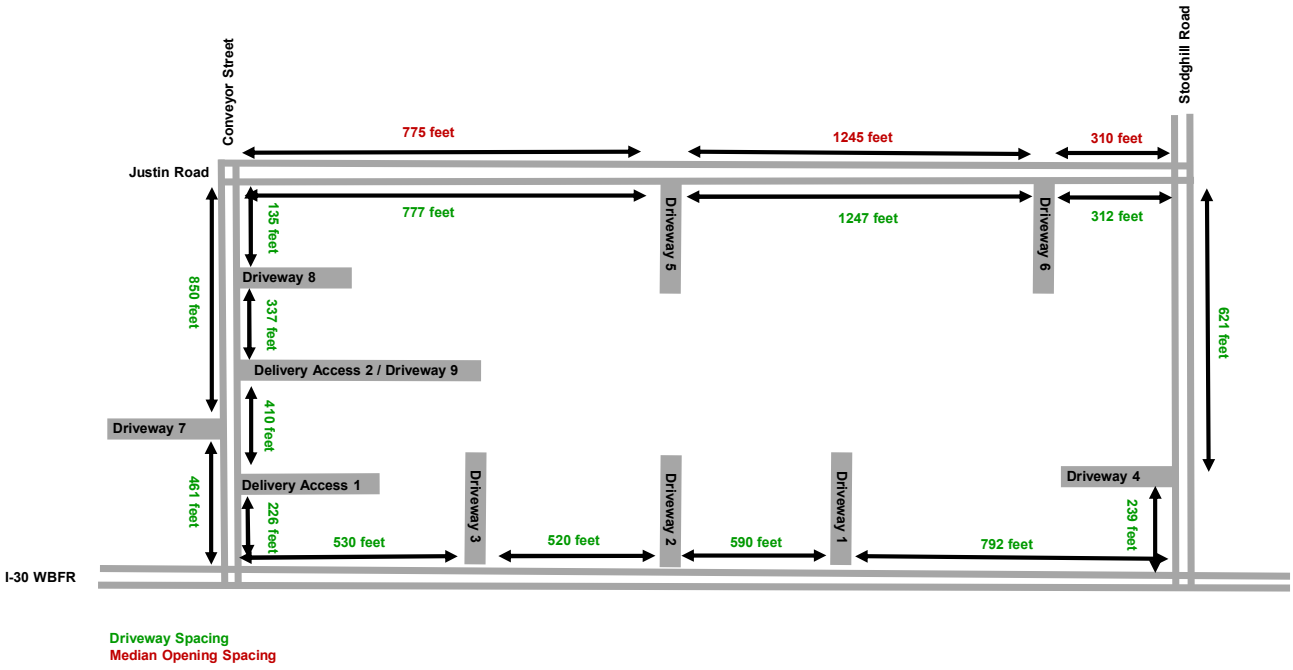


Figure 1 - Access Spacing

Table 8 – Driveway Spacing City of Rockwall

Main Roadway	Intersecting Roadways	Rockwall Standards of Design and Construction (Fig-2.4)	Driveway Spacing Length
Justin Road	Driveway 6 to Stodghill Road	300 feet	312 feet
Justin Road	Driveway 6 to Driveway 5	200 feet	1247 feet
Justin Road	Driveway 5 to Conveyor Street	200 feet	777 feet
Conveyor Street	Delivery Access 1 to I-30 WBFR	200 feet	226 feet
Conveyor Street	Driveway 7 to I-30 WBFR	300 feet	461 feet
Conveyor Street	Delivery Access 2 to Delivery Access 1	200 feet	410 feet
Conveyor Street	Driveway 7 to Justin Road	200 feet	850 feet
Conveyor Street	Delivery Access 2 to Driveway 8	200 feet	337 feet
Conveyor Street	Driveway 8 to Justin Road	200 feet	135 feet

Table 9 – Driveway Spacing TxDOT

Main Roadway	Intersecting Roadways	TxDOT Access Management Manual Criteria (Table 2-1 & Table 2-2)	Driveway Spacing Length
I-30 WBFR	Driveway 1 to Stodghill Road	425 feet	792 feet
1-30 WBFR	Driveway 1 to Driveway 2	425 feet	590 feet
1-30 WBFR	Driveway 2 to Driveway 3	425 feet	520 feet
1-30 WBFR	Driveway 3 to Conveyor Street	425 feet	530 feet
Stodghill Road	Driveway 4 to I-30 WBFR	360 feet	239 feet
Stodghill Road	Site Driveway to West Avenue	360 feet	621 feet

In addition to driveway spacing, median opening spacing was also evaluated at the development. As shown on **Table 10** all medians satisfy median opening requirements per City of Rockwall criteria.

Table 10 – Median Spacing

Roadway Classification	Rockwall Standards of Design and Construction (Table 2.2)	Median Spacing Length
Minor Arterial (Justin Road)	260 ft	310 ft
Minor Arterial (Justin Road)	260 ft	1245 ft
Minor Arterial (Justin Road)	260 ft	775 ft

L. Turn Lane Analysis

Right-Turn Lane Analysis

Where justified, the addition of right-turn deceleration lanes can help inbound turning vehicles separate from the through traffic, avoiding conflicts and smoothing traffic flow. For driveways located on TxDOT facilities, TxDOT thresholds were used. For driveways located on local City Roads, the need for turn lanes were based on the National Cooperative Highway Research Program (NCHRP) guidance.

Table 11 shows the driveway locations with right-turn driveway access to the site, and how they compare with the applicable threshold. The high inbound volume occurs in the Saturday peak hour for every driveway in this analysis.

Right-turn deceleration lanes are recommended at Driveway 2 and Driveway 3 during the 2025 Phase 1 buildout, and at Driveway 1 and Conveyor Street during the 2030 Phase 2 buildout. Auxiliary turn lane worksheets have been included in the **Appendix**.

Table 11 – Right-Turn Lane Analysis

Right-Turn Location	Peak Hour Right-Turn Volume (2025)	Peak Hour Right-Turn Volume (2030)	TxDOT Threshold (Access Management Manual, Table 2-3)	TxDOT Threshold Met?	NCHRP Threshold Met? (Report 457 Figure 2-6)
Driveway 1	16 vph	366 vph	50 vph	Yes	-
Driveway 2	93 vph	355 vph	50 vph	Yes	-
Driveway 3	156 vph	200 vph	50 vph	Yes	-
Driveway 4	0 vph	44 vph	50 vph	No	-
Conveyor Street	25 vph	101 vph	50 vph	Yes	-
Delivery Access 1	16 vph	16 vph	-	-	No
Delivery Access 2	0 vph	20 vph	-	-	No

Left-Turn Lane Analysis

Left turn lanes were analyzed for driveway locations with an anticipated high volume of left turns into the site. In this case, driveways with projected high volumes of inbound left turns include Driveway 5, Driveway 6, and Driveway 7.

Justin Road will be developed into a 4-lane divided roadway during the Phase 2 buildout (2030) of the site. With this widening, left turn lanes are recommended along Justin Road for access into Driveway 5 and Driveway 6 into the site. The following left turn lane analysis was done for Driveway 7 during the 2035 worst case scenario, and for Driveway 5 and Driveway 6 during the 2025 scenario prior to the widening of Justin Road.

Left-turn Lane analysis were evaluated based on the NCHRP guidance for left-turn lanes. The high left-turn inbound volume occurred during the Saturday peak for Driveway 5 and Driveway 6, and during the PM peak hour for Driveway 7. As seen in **Table 12**, none of

the driveways warrant left-turn lanes during the analyzed scenarios. Auxiliary turn lane worksheets have been included in the **Appendix**.

Table 12 – Left-Turn Lane Analysis

Left-Turn Location	Peak Hour Left-Turn Volume	NCHRP Threshold Met? (Report 457 Figure 2-5)
Driveway 5	31 vph	No
Driveway 6	0 vph	No
Driveway 7	54 vph	No

IV. MITIGATION ANALYSIS

The following section documents the mitigation of projected impacts from the proposed development after the implementation of a traffic signal at Justin Road and Stodghill Road, and after recommended regional improvements at Stodghill Road and I-30 EBFR.

As shown on **Table 13**, the implementation of a traffic signal at Justin Road improves delay times to LOS A and LOS B at the eastbound approach during 2030 and 2035 buildout scenarios. The impact the traffic signal has on the flow of traffic along Stodghill Road is also minimal, with the northbound and southbound delays at the intersection registering LOS A during 2030 and 2035 traffic scenarios. Ultimately, a traffic signal is recommended at this intersection due to its improvement of intersection operations and because it can be implemented into the roadway network with minimal impact on traffic flow along Stodghill Road.

Based on the existing and background LOS analysis, the need for regional improvements was also evaluated at Stodghill Road and I-30 EBFR. These improvements are unrelated to the proposed site and should be considered by the City and TxDOT at a regional level. For purposes of the mitigation analysis, buildout scenarios were analyzed up to the 2035 horizon year study scenario.

Analysis of the PM peak hour existing conditions on **Table 4** showed that the eastbound approach at Stodghill Road and I-30 EBFR is operating at LOS F and will continue to operate with heavy delay as the area around it continues to develop. Currently, there is only one dedicated eastbound left-turn lane on the eastbound approach. Based on the high volume of left-turning vehicles, which exceeds the number of through lanes, there is a need for additional eastbound left-turn capacity. As a test of conditions, the adjacent through lane was modeled as a shared left/through lane for the PM peak hour analysis.

Table 13 – Stodghill Road & I-30 EBFR Mitigation Analysis

INTERSECTION	APPROACH	2025 Background plus Site Traffic		2025 Background plus Site Traffic MITIGATION		2030 Background plus Site Traffic		2030 Background plus Site Traffic MITIGATION		2035 Background plus Site Traffic		2035 Background plus Site Traffic MITIGATION	
		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Signalized Intersection													
Stodghill Road & Justin Road	EB	-	-	-	-	-	-	9.6	A	-	-	12.3	B
	NB	-	-	-	-	-	-	7.2	A	-	-	8.5	A
	SB	-	-	-	-	-	-	6.9	A	-	-	7.9	A
	Overall	**-**	**-**	**-**	**-**	**-**	**-**	**7.4**	**A**	**-**	**-**	**8.7**	**A**
Stodghill Road & I-30 EBFR	EB	101.7	F	52.1	D	191.3	F	96.3	F	244.0	F	145.3	F
	NB	36.7	D	36.7	D	47.8	D	47.8	D	55.1	E	55.1	E
	SB	1.0	A	1.0	A	3.0	A	3.0	A	3.3	A	3.3	A
	Overall	**57.1**	**E**	**35.5**	**D**	**91.7**	**F**	**54.5**	**D**	**116.6**	**F**	**77.3**	**E**
Unsignalized Intersection													
Stodghill Road & Justin Road	EB	14.5	B	14.5	B	45.7	E	-	-	83.4	F	-	-
	NBL	11.0	B	11.0	B	10.8	B	-	-	11.8	B	-	-

As seen in **Table 13**, the conversion of the adjacent through lane to a shared left/through lane can help improve traffic operations at this intersection by reducing overall delay during each study scenario. This trend continues through the horizon study year 2030, where the overall intersection is mitigated to operate at LOS D, and where the 2035 horizon study year is mitigated from LOS F to LOS E. Ultimately, the addition of left turn capacity mitigates the projected impact from the development to delay times that are better than the projected background conditions at the intersection during each study scenario.

V. CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, the proposed Mixed-Use development can be successfully incorporated into the surrounding roadway network. The site-generated traffic does not have a disproportionate effect on the existing vehicle traffic operations.

Due to high traffic volumes along I-30 WBFR, it is expected that delays may be present for outbound vehicles at Driveway 1, Driveway 2, Driveway 3, and Conveyor Street during 2030 and 2035 study scenarios. Mitigating delay at these intersections is difficult, with these types of delays being expected for outbound vehicles along high volume frontage roads like I-30 WBFR. If users of the proposed development find the delays to be excessive, they may choose to alter their route to Driveway 4, Driveway 5, or Driveway 6, which all operate with LOS C or better during 2030 and 2035 traffic scenarios.

Additionally, the addition of a traffic signal along Justin Road and Stodghill Road mitigates the projected eastbound delay during 2030 and 2035 buildout traffic scenarios. With improved operations along this part of this site, more vehicles may be encouraged to exit the development through this route rather than through the roadways that connect with I-30 WBFR. The traffic signal can also be implemented without a disproportionate impact on traffic flow along Stodghill Road.

The following improvements to the external roadway network are required for the site during each phase:

Phase 1 (2025)

- Construct a westbound right-turn lane at Driveway 2
- Construct a westbound right-turn lane at Driveway 3

Phase 2 (2030)

- Construct a westbound right-turn lane at Driveway 1
- Construct a westbound right-turn lane at Conveyor Street and I-30 WBFR.
- Construct a westbound left-turn lane at Driveway 5
- Construct a westbound left-turn lane at Driveway 6
- Install a traffic signal at Justin Road and Stodghill Road

The following improvement to the external roadway network should be considered at a regional level by the City of Rockwall to help mitigate delay caused by regional growth, not associated with the proposed development:

- Stodghill Road & I-30 EBFR: Restripe eastbound lane assignment to Left, Left/Through, Through, Right to allow for additional eastbound left-turn capacity
- Traffic signal timing adjustments at John King Blvd and I-30 interchange.

APPENDIX

1. Traffic Counts
2. Turn Lane Worksheets
3. Traffic Signal Warrant Worksheets
4. Background Developments References
5. Synchro™ Results
6. Mitigation Analysis Synchro™ Results

1. Traffic Counts

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd & Airport Rd
City: Rockwall
Control: 1-Way Stop (EB)

Project ID: 23-470081-001
Date: 5/13/2023

Data - Totals

NS/EW Streets:	Stodghill Rd				Stodghill Rd				Airport Rd				Airport Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	10	95	0	0	0	73	7	0	21	0	9	0	0	0	0	0	215
12:15 PM	11	100	0	0	0	63	6	0	17	0	14	0	0	0	0	0	211
12:30 PM	10	107	0	0	0	85	6	0	11	0	10	0	0	0	0	0	229
12:45 PM	9	94	0	0	0	92	3	1	17	0	13	0	0	0	0	0	229
1:00 PM	13	102	0	0	0	72	3	0	10	0	10	1	0	0	0	0	211
1:15 PM	8	104	0	0	0	62	3	0	14	0	11	0	0	0	0	0	202
1:30 PM	5	111	0	0	0	81	3	1	20	0	7	0	0	0	0	0	228
1:45 PM	9	99	0	0	0	70	1	0	18	0	10	0	0	0	0	0	207
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	75	812	0	0	0	598	32	2	128	0	84	1	0	0	0	0	1732
APPROACH %'s :	8.46%	91.54%	0.00%	0.00%	0.00%	94.62%	5.06%	0.32%	60.09%	0.00%	39.44%	0.47%					
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	40	396	0	0	0	313	22	1	66	0	46	0	0	0	0	0	884
PEAK HR FACTOR :	0.909	0.925	0.000	0.000	0.000	0.851	0.786	0.250	0.786	0.000	0.821	0.000	0.000	0.000	0.000	0.000	0.965
	0.932				0.875				0.903								

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd & Justin Rd
City: Rockwall
Control: 1-Way Stop (EB)

Project ID: 23-470081-002
Date: 5/13/2023

Data - Totals

NS/EW Streets:	Stodghill Rd				Stodghill Rd				Justin Rd				Justin Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	0	105	0	1	0	82	0	0	0	0	1	0	0	0	0	0	189
12:15 PM	0	113	0	0	0	76	1	0	0	0	1	0	0	0	0	0	191
12:30 PM	1	115	0	0	0	95	0	0	0	0	0	0	0	0	0	0	211
12:45 PM	0	102	0	0	0	105	0	0	1	0	0	0	0	0	0	0	208
1:00 PM	0	115	0	0	0	81	1	0	0	0	0	0	0	0	0	0	197
1:15 PM	0	112	0	2	0	72	0	1	0	0	1	0	0	0	1	0	189
1:30 PM	0	114	0	0	0	87	1	0	0	0	0	0	0	0	0	0	202
1:45 PM	0	109	0	0	0	79	1	0	1	0	0	0	0	0	0	0	190
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	885	0	3	0	677	4	1	2	0	3	0	0	0	1	0	1577
APPROACH %'s :	0.11%	99.55%	0.00%	0.34%	0.00%	99.27%	0.59%	0.15%	40.00%	0.00%	60.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	1	445	0	0	0	357	2	0	1	0	1	0	0	0	0	0	807
PEAK HR FACTOR :	0.250	0.967	0.000	0.000	0.000	0.850	0.500	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.956
		0.961				0.855				0.500							

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd & I 30/US 67 WB Frontage Rd
City: Rockwall
Control: Signalized

Project ID: 23-470081-003
Date: 5/13/2023

Data - Totals

NS/EW Streets:	Stodghill Rd				Stodghill Rd				I 30/US 67 WB Frontage Rd				I 30/US 67 WB Frontage Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	1	0	0	0	0	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	51	88	0	0	0	35	50	0	0	0	0	0	38	65	24	32	383
12:15 PM	62	87	0	0	0	36	41	0	0	0	0	0	29	40	20	15	330
12:30 PM	73	89	0	0	0	38	53	0	0	0	0	0	41	30	27	22	373
12:45 PM	60	83	0	0	0	52	57	0	0	0	0	0	40	76	24	16	408
1:00 PM	70	89	0	0	0	36	44	0	0	0	0	0	26	70	21	21	377
1:15 PM	66	88	0	0	0	31	42	0	0	0	0	0	40	59	28	27	381
1:30 PM	59	98	0	0	0	34	56	0	0	0	0	0	32	42	14	14	349
1:45 PM	68	89	0	0	0	28	50	0	0	0	0	0	44	40	22	20	361
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	509	711	0	0	0	290	393	0	0	0	0	0	290	422	180	167	2962
APPROACH %'s :	41.72%	58.28%	0.00%	0.00%	0.00%	42.46%	57.54%	0.00%					27.38%	39.85%	17.00%	15.77%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	269	349	0	0	0	157	196	0	0	0	0	0	147	235	100	86	1539
PEAK HR FACTOR :	0.921	0.980	0.000	0.000	0.000	0.755	0.860	0.000	0.000	0.000	0.000	0.000	0.896	0.773	0.893	0.796	0.943
	0.954				0.810								0.910				

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd & I 30/US 67 EB Frontage Rd
City: Rockwall
Control: Signalized

Project ID: 23-470081-004
Date: 5/13/2023

Data - Totals

NS/EW Streets:	Stodghill Rd				Stodghill Rd				I 30/US 67 EB Frontage Rd				I 30/US 67 EB Frontage Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	2	0	0	2	2	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	0	67	33	0	15	62	0	0	71	28	69	27	0	0	0	0	372
12:15 PM	0	89	24	0	12	53	0	0	61	43	69	20	0	0	0	0	371
12:30 PM	0	106	31	0	17	62	0	0	55	40	62	30	0	0	0	0	403
12:45 PM	0	92	28	0	11	78	0	0	54	39	59	20	0	0	0	0	381
1:00 PM	0	87	21	0	13	52	0	0	69	44	74	31	0	0	0	0	391
1:15 PM	0	92	26	0	11	60	0	0	62	60	66	19	0	0	0	0	396
1:30 PM	0	95	29	0	7	59	0	0	68	43	73	17	0	0	0	0	391
1:45 PM	0	82	34	0	10	61	0	0	71	39	68	20	0	0	0	0	385
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	710	226	0	96	487	0	0	511	336	540	184	0	0	0	0	3090
APPROACH %'s :	0.00%	75.85%	24.15%	0.00%	16.47%	83.53%	0.00%	0.00%	32.53%	21.39%	34.37%	11.71%					
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	0	377	106	0	52	252	0	0	240	183	261	100	0	0	0	0	1571
PEAK HR FACTOR :	0.000	0.889	0.855	0.000	0.765	0.808	0.000	0.000	0.870	0.763	0.882	0.806	0.000	0.000	0.000	0.000	0.975
		0.881				0.854				0.899							

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd/Coporate Crossing & Capital Blvd
City: Rockwall
Control: 1-Way Stop (WB)

Project ID: 23-470081-005
Date: 5/13/2023

Data - Totals

NS/EW Streets:	Stodghill Rd/Coporate Crossing				Stodghill Rd/Coporate Crossing				Capital Blvd				Capital Blvd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	0	95	1	0	3	116	0	0	0	1	0	0	0	1	6	0	223
12:15 PM	0	108	1	0	3	123	1	0	0	0	0	0	1	0	3	0	240
12:30 PM	0	126	2	0	0	119	0	0	0	0	0	0	0	0	6	0	253
12:45 PM	0	122	0	0	2	123	0	0	0	0	0	0	1	0	5	0	253
1:00 PM	0	100	0	0	1	117	1	1	0	0	1	0	1	0	5	0	227
1:15 PM	0	111	2	0	2	110	0	1	0	0	1	0	0	0	6	0	233
1:30 PM	1	115	0	0	2	132	0	0	0	0	0	0	1	0	4	0	255
1:45 PM	0	116	0	0	3	119	0	0	0	0	0	0	0	0	3	0	241
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	893	6	0	16	959	2	2	0	1	2	0	4	1	38	0	1925
APPROACH %'s :	0.11%	99.22%	0.67%	0.00%	1.63%	97.96%	0.20%	0.20%	0.00%	33.33%	66.67%	0.00%	9.30%	2.33%	88.37%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	456	3	0	6	482	2	1	0	0	1	0	3	0	19	0	973
PEAK HR FACTOR :	0.000	0.905	0.375	0.000	0.500	0.980	0.500	0.250	0.000	0.000	0.250	0.000	0.750	0.000	0.792	0.000	0.961
		0.896				0.967				0.250				0.917			

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd/Coporate Crossing & Discovery Blvd
City: Rockwall
Control: 2-Way Stop (EB/WB)

Project ID: 23-470081-006
Date: 5/13/2023

Data - Totals

NS/EW Streets:	Stodghill Rd/Coporate Crossing				Stodghill Rd/Coporate Crossing				Discovery Blvd				Discovery Blvd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	4	84	2	0	2	113	2	0	5	1	7	0	1	1	1	0	223
12:15 PM	0	114	0	0	3	119	2	0	0	0	2	0	1	0	1	0	242
12:30 PM	1	120	2	0	4	110	3	0	1	0	2	0	1	2	1	0	247
12:45 PM	1	120	0	0	3	117	2	1	2	0	2	0	3	0	0	0	251
1:00 PM	0	99	0	1	2	118	2	0	0	0	1	0	3	0	0	0	226
1:15 PM	0	105	2	0	1	107	2	1	1	0	2	0	3	1	7	0	232
1:30 PM	0	108	3	0	2	126	4	0	2	0	1	0	4	0	5	0	255
1:45 PM	0	110	0	0	0	117	2	1	1	0	0	0	4	2	6	0	243
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	860	9	1	17	927	19	3	12	1	17	0	20	6	21	0	1919
APPROACH %'s :	0.68%	98.17%	1.03%	0.11%	1.76%	95.96%	1.97%	0.31%	40.00%	3.33%	56.67%	0.00%	42.55%	12.77%	44.68%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	2	453	2	1	12	464	9	1	3	0	7	0	8	2	2	0	966
PEAK HR FACTOR :	0.500	0.944	0.250	0.250	0.750	0.975	0.750	0.250	0.375	0.000	0.875	0.000	0.667	0.250	0.500	0.000	0.962
		0.931				0.980				0.625				0.750			

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd/Coporate Crossing & SR 276
City: Rockwall
Control: Signalized

Project ID: 23-470081-007
Date: 5/13/2023

Data - Totals

NS/EW Streets:	Stodghill Rd/Coporate Crossing				Stodghill Rd/Coporate Crossing				SR 276				SR 276				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	23	30	6	0	58	40	24	2	13	87	18	0	20	141	44	5	511
12:15 PM	6	39	9	0	60	46	21	2	18	95	14	0	16	123	62	3	514
12:30 PM	19	56	16	0	61	42	16	0	9	87	15	0	11	135	62	5	534
12:45 PM	11	38	12	0	51	52	24	3	13	95	10	0	10	108	66	6	499
1:00 PM	7	42	9	0	71	37	18	3	14	99	14	0	13	109	50	4	490
1:15 PM	10	37	6	0	48	38	19	4	18	106	18	2	18	93	55	6	478
1:30 PM	5	50	5	0	68	51	18	4	11	101	13	0	21	109	49	5	510
1:45 PM	10	46	11	0	68	41	14	0	7	93	13	0	6	114	55	3	481
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	91	338	74	0	485	347	154	18	103	763	115	2	115	932	443	37	4017
APPROACH %'s :	18.09%	67.20%	14.71%	0.00%	48.31%	34.56%	15.34%	1.79%	10.48%	77.62%	11.70%	0.20%	7.53%	61.03%	29.01%	2.42%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	59	163	43	0	230	180	85	7	53	364	57	0	57	507	234	19	2058
PEAK HR FACTOR :	0.641	0.728	0.672	0.000	0.943	0.865	0.885	0.583	0.736	0.958	0.792	0.000	0.713	0.899	0.886	0.792	0.963
		0.728				0.965				0.933				0.959			

National Data & Surveying Services Intersection Turning Movement Count

Location: Conveyor St & I 30/US 67 WB Frontage Rd
City: Rockwall
Control: 1-Way Stop (SB)

Project ID: 23-470081-008
Date: 5/13/2023

Data - Totals

NS/EW Streets:	Conveyor St				Conveyor St				I 30/US 67 WB Frontage Rd				I 30/US 67 WB Frontage Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	400	2	0	405
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	417	1	0	418
12:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	339	1	0	342
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	438	2	0	440
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	473	3	0	476
1:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	370	2	0	375
1:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	429	2	0	433
1:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	378	0	0	380
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	12	0	0	0	0	0	0	3244	13	0	3269
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%					0.00%	99.60%	0.40%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	5	0	0	0	0	0	0	1710	9	0	1724
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.904	0.750	0.000	0.905
							0.417								0.903		

National Data & Surveying Services Intersection Turning Movement Count

Location: John King Blvd & I 30/US 67 WB Frontage Rd
City: Rockwall
Control: Signalized

Project ID: 23-470081-009
Date: 5/13/2023

Data - Totals

NS/EW Streets:	John King Blvd				John King Blvd				I 30/US 67 WB Frontage Rd				I 30/US 67 WB Frontage Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	2.5	0	0	0	4	1	0	0	0	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	73	114	0	0	0	135	86	0	0	0	0	0	28	133	35	13	617
12:15 PM	64	131	0	0	0	117	85	0	0	0	0	0	34	145	43	5	624
12:30 PM	58	145	0	0	0	115	67	0	0	0	0	0	16	84	50	6	541
12:45 PM	37	127	0	0	0	124	69	0	0	0	0	0	31	140	36	17	581
1:00 PM	50	124	0	0	0	119	78	0	0	0	0	0	25	127	53	11	587
1:15 PM	38	109	0	0	0	103	67	0	0	0	0	0	18	99	26	15	475
1:30 PM	46	140	0	0	0	109	59	0	0	0	0	0	26	121	33	12	546
1:45 PM	43	138	0	0	0	84	72	0	0	0	0	0	21	122	34	13	527
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	409	1028	0	0	0	906	583	0	0	0	0	0	199	971	310	92	4498
APPROACH %'s :	28.46%	71.54%	0.00%	0.00%	0.00%	60.85%	39.15%	0.00%					12.66%	61.77%	19.72%	5.85%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	232	517	0	0	0	491	307	0	0	0	0	0	109	502	164	41	2363
PEAK HR FACTOR :	0.795	0.891	0.000	0.000	0.000	0.909	0.892	0.000	0.000	0.000	0.000	0.000	0.801	0.866	0.820	0.603	0.947
	0.922				0.903								0.899				

National Data & Surveying Services Intersection Turning Movement Count

Location: John King Blvd & I 30/US 67 EB Frontage Rd
City: Rockwall
Control: Signalized

Project ID: 23-470081-010
Date: 5/13/2023

Data - Totals

NS/EW Streets:	John King Blvd				John King Blvd				I 30/US 67 EB Frontage Rd				I 30/US 67 EB Frontage Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	4	1	0	2	2	0	0	1.5	1.5	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	0	127	19	0	53	112	0	0	69	47	58	28	0	0	0	0	513
12:15 PM	0	107	22	0	48	102	0	0	79	54	60	35	0	0	0	0	507
12:30 PM	0	115	25	0	50	82	0	0	86	41	61	29	0	0	0	0	489
12:45 PM	0	76	21	0	52	101	0	1	81	45	64	30	0	0	0	0	471
1:00 PM	0	99	10	0	55	87	0	1	75	59	58	31	0	0	0	0	475
1:15 PM	0	87	20	0	43	79	0	0	66	51	57	34	0	0	0	0	437
1:30 PM	0	90	19	1	55	81	0	0	87	42	63	25	0	0	0	0	463
1:45 PM	0	108	12	0	35	70	0	0	76	44	55	24	0	0	0	0	424
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	809	148	1	391	714	0	2	619	383	476	236	0	0	0	0	3779
APPROACH %'s :	0.00%	84.45%	15.45%	0.10%	35.32%	64.50%	0.00%	0.18%	36.11%	22.35%	27.77%	13.77%					
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	425	87	0	203	397	0	1	315	187	243	122	0	0	0	0	1980
PEAK HR FACTOR :	0.000	0.837	0.870	0.000	0.958	0.886	0.000	0.250	0.916	0.866	0.949	0.871	0.000	0.000	0.000	0.000	0.965
		0.877				0.911				0.951							

National Data & Surveying Services Intersection Turning Movement Count

Location: John King Blvd & Airport Rd
City: Rockwall
Control: 4-Way Stop

Project ID: 23-470081-011
Date: 5/13/2023

Data - Totals

NS/EW Streets:	John King Blvd				John King Blvd				Airport Rd				Airport Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	0.5	1	0.5	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
12:00 PM	23	122	11	0	7	153	9	0	16	24	64	0	4	8	6	0	447
12:15 PM	19	147	5	0	2	139	9	0	16	25	53	0	5	6	3	0	429
12:30 PM	25	159	5	0	5	138	3	0	8	15	20	0	9	6	7	0	400
12:45 PM	19	140	6	1	5	138	8	0	15	13	36	0	3	9	3	0	396
1:00 PM	25	147	3	0	7	137	3	0	14	17	38	0	2	8	6	0	407
1:15 PM	10	130	12	0	1	127	6	1	4	14	25	0	10	4	6	0	350
1:30 PM	20	138	11	0	3	119	5	0	5	15	36	0	2	4	4	0	362
1:45 PM	24	137	14	0	5	125	6	0	6	12	24	0	3	3	1	0	360
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	165	1120	67	1	35	1076	49	1	84	135	296	0	38	48	36	0	3151
APPROACH %'s :	12.20%	82.78%	4.95%	0.07%	3.01%	92.68%	4.22%	0.09%	16.31%	26.21%	57.48%	0.00%	31.15%	39.34%	29.51%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	86	568	27	1	19	568	29	0	55	77	173	0	21	29	19	0	1672
PEAK HR FACTOR :	0.860	0.893	0.614	0.250	0.679	0.928	0.806	0.000	0.859	0.770	0.676	0.000	0.583	0.806	0.679	0.000	0.935
	0.902				0.911				0.733				0.784				

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd & Airport Rd
City: Rockwall
Control: 1-Way Stop (EB)

Project ID: 23-470081-001
Date: 5/11/2023

Data - Totals

NS/EW Streets:	Stodghill Rd				Stodghill Rd				Airport Rd				Airport Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	151	0	0	0	76	4	0	40	0	26	0	0	0	0	0	312
4:15 PM	12	150	0	2	0	86	7	0	36	0	26	0	0	0	0	0	319
4:30 PM	13	165	0	0	0	117	8	0	27	0	34	0	0	0	0	0	364
4:45 PM	14	156	0	0	0	110	4	0	18	0	33	0	0	0	0	0	335
5:00 PM	19	172	0	0	0	96	2	0	30	0	44	0	0	0	0	0	363
5:15 PM	18	166	0	0	0	129	2	0	41	0	47	0	0	0	0	0	403
5:30 PM	15	152	0	0	0	87	13	0	28	0	35	0	0	0	0	0	330
5:45 PM	13	194	0	0	0	108	8	0	13	0	37	0	0	0	0	0	373
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	119	1306	0	2	0	809	48	0	233	0	282	0	0	0	0	0	2799
APPROACH %'s :	8.34%	91.52%	0.00%	0.14%	0.00%	94.40%	5.60%	0.00%	45.24%	0.00%	54.76%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	65	684	0	0	0	420	25	0	112	0	163	0	0	0	0	0	1469
PEAK HR FACTOR :	0.855	0.881	0.000	0.000	0.000	0.814	0.481	0.000	0.683	0.000	0.867	0.000	0.000	0.000	0.000	0.000	0.911
	0.905				0.849				0.781								

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd & Justin Rd
City: Rockwall
Control: 1-Way Stop (EB)

Project ID: 23-470081-002
Date: 5/11/2023

Data - Totals

NS/EW Streets:	Stodghill Rd				Stodghill Rd				Justin Rd				Justin Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	167	0	1	0	102	0	0	0	0	0	0	0	0	1	0	271
4:15 PM	0	170	0	1	0	112	1	0	0	0	0	0	0	0	0	0	284
4:30 PM	0	169	0	0	0	150	0	0	0	0	1	0	0	0	1	0	321
4:45 PM	1	170	0	0	0	144	0	0	0	0	2	0	0	0	0	0	317
5:00 PM	0	193	0	2	0	141	0	0	0	0	0	0	1	0	0	0	337
5:15 PM	0	180	0	1	0	172	0	2	0	0	0	0	0	0	0	0	355
5:30 PM	1	179	0	0	0	124	0	0	0	0	1	0	0	0	1	0	306
5:45 PM	0	194	0	0	0	145	0	0	0	0	0	0	0	0	0	0	339
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1422	0	5	0	1090	1	2	0	0	4	0	1	0	3	0	2530
APPROACH %'s :	0.14%	99.51%	0.00%	0.35%	0.00%	99.73%	0.09%	0.18%	0.00%	0.00%	100.00%	0.00%	25.00%	0.00%	75.00%	0.00%	
PEAK HR :	05:00 pm - 06:00 pm																TOTAL
PEAK HR VOL :	1	746	0	3	0	582	0	2	0	0	1	0	1	0	1	0	1337
PEAK HR FACTOR :	0.250	0.961	0.000	0.375	0.000	0.846	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.942
	0.962				0.839				0.250				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd & I 30/US 67 WB Frontage Rd
City: Rockwall
Control: Signalized

Project ID: 23-470081-003
Date: 5/11/2023

Data - Totals

NS/EW Streets:	Stodghill Rd				Stodghill Rd				I 30/US 67 WB Frontage Rd				I 30/US 67 WB Frontage Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	1	0	0	0	0	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	74	137	0	0	0	60	44	0	0	0	0	0	34	26	29	13	417
4:15 PM	81	155	0	0	0	50	61	0	0	0	0	0	20	18	16	13	414
4:30 PM	78	140	0	0	0	80	73	0	0	0	0	0	36	34	30	10	481
4:45 PM	82	145	0	1	0	71	73	0	0	0	0	0	58	46	25	17	518
5:00 PM	82	173	0	0	0	81	65	0	0	0	0	0	37	43	29	22	532
5:15 PM	89	157	0	0	0	98	75	0	0	0	0	0	52	28	21	13	533
5:30 PM	82	156	0	0	0	61	64	0	0	0	0	0	40	37	20	13	473
5:45 PM	68	165	0	0	0	70	74	0	0	0	0	0	59	36	29	23	524
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	636	1228	0	1	0	571	529	0	0	0	0	0	336	268	199	124	3892
APPROACH %'s :	34.10%	65.84%	0.00%	0.05%	0.00%	51.91%	48.09%	0.00%					36.25%	28.91%	21.47%	13.38%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	331	615	0	1	0	330	286	0	0	0	0	0	183	151	105	62	2064
PEAK HR FACTOR :	0.930	0.889	0.000	0.250	0.000	0.842	0.953	0.000	0.000	0.000	0.000	0.000	0.789	0.821	0.875	0.705	0.968
	0.928				0.890								0.858				

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd & I 30/US 67 EB Frontage Rd
City: Rockwall
Control: Signalized

Project ID: 23-470081-004
Date: 5/11/2023

Data - Totals

NS/EW Streets:	Stodghill Rd				Stodghill Rd				I 30/US 67 EB Frontage Rd				I 30/US 67 EB Frontage Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1	2	0	0	2	2	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	109	38	0	27	71	0	0	98	71	103	29	0	0	0	0	546
4:15 PM	0	143	41	0	27	42	0	0	93	62	68	22	0	0	0	0	498
4:30 PM	0	109	60	0	34	83	0	0	111	56	77	24	0	0	0	0	554
4:45 PM	0	115	59	0	31	95	0	1	110	82	77	20	0	0	0	0	590
5:00 PM	0	153	80	0	33	83	0	0	108	88	89	46	0	0	0	0	680
5:15 PM	0	145	60	0	52	101	0	0	104	90	62	29	0	0	0	0	643
5:30 PM	0	133	57	0	27	76	0	0	96	76	76	25	0	0	0	0	566
5:45 PM	0	111	38	0	49	80	0	0	124	80	82	20	0	0	0	0	584
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1018	433	0	280	631	0	1	844	605	634	215	0	0	0	0	4661
APPROACH %'s :	0.00%	70.16%	29.84%	0.00%	30.70%	69.19%	0.00%	0.11%	36.73%	26.33%	27.59%	9.36%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	546	256	0	143	355	0	1	418	336	304	120	0	0	0	0	2479
PEAK HR FACTOR :	0.000	0.892	0.800	0.000	0.688	0.879	0.000	0.250	0.950	0.933	0.854	0.652	0.000	0.000	0.000	0.000	0.911
		0.861				0.815				0.890							

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd/Coporate Crossing & Capital Blvd
City: Rockwall
Control: 1-Way Stop (WB)

Project ID: 23-470081-005
Date: 5/11/2023

Data - Totals

NS/EW Streets:	Stodghill Rd/Coporate Crossing				Stodghill Rd/Coporate Crossing				Capital Blvd				Capital Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	135	2	0	7	166	0	0	3	0	0	0	5	0	12	0	330
4:15 PM	0	174	1	0	6	104	0	0	0	0	0	0	0	0	7	0	292
4:30 PM	0	156	1	1	3	147	0	0	0	0	0	0	2	0	14	0	324
4:45 PM	0	158	1	0	9	173	0	0	1	0	0	0	3	0	14	0	359
5:00 PM	0	205	0	0	11	155	0	0	0	0	0	0	7	0	34	0	412
5:15 PM	0	171	5	1	7	162	0	0	1	0	0	0	3	0	27	0	377
5:30 PM	0	176	2	0	8	141	0	0	0	0	0	0	4	0	16	0	347
5:45 PM	0	137	4	0	11	152	0	1	2	0	0	0	1	0	8	0	316
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1312	16	2	62	1200	0	1	7	0	0	0	25	0	132	0	2757
APPROACH %'s :	0.00%	98.65%	1.20%	0.15%	4.91%	95.01%	0.00%	0.08%	100.00%	0.00%	0.00%	0.00%	15.92%	0.00%	84.08%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	710	8	1	35	631	0	0	2	0	0	0	17	0	91	0	1495
PEAK HR FACTOR :	0.000	0.866	0.400	0.250	0.795	0.912	0.000	0.000	0.500	0.000	0.000	0.000	0.607	0.000	0.669	0.000	0.907
	0.877				0.915				0.500				0.659				

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd/Coporate Crossing & Discovery Blvd
City: Rockwall
Control: 2-Way Stop (EB/WB)

Project ID: 23-470081-006
Date: 5/11/2023

Data - Totals

NS/EW Streets:	Stodghill Rd/Coporate Crossing				Stodghill Rd/Coporate Crossing				Discovery Blvd				Discovery Blvd				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	105	2	1	3	166	2	0	24	1	15	0	5	1	12	0	338
4:15 PM	2	151	2	0	2	97	5	0	14	0	9	0	2	0	6	0	290
4:30 PM	4	121	5	0	6	134	10	0	31	0	13	0	6	2	11	0	343
4:45 PM	3	115	3	0	10	153	11	0	22	1	7	0	9	0	17	0	351
5:00 PM	5	184	0	0	3	152	9	0	20	0	16	0	4	2	9	0	404
5:15 PM	3	136	2	0	1	161	4	0	23	0	10	0	3	1	10	0	354
5:30 PM	3	147	1	0	1	137	3	0	24	0	9	0	6	2	9	0	342
5:45 PM	1	128	3	0	0	152	5	0	10	0	7	0	3	1	1	0	311
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	1087	18	1	26	1152	49	0	168	2	86	0	38	9	75	0	2733
APPROACH %'s :	1.95%	96.37%	1.60%	0.09%	2.12%	93.89%	3.99%	0.00%	65.63%	0.78%	33.59%	0.00%	31.15%	7.38%	61.48%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	15	556	10	0	20	600	34	0	96	1	46	0	22	5	47	0	1452
PEAK HR FACTOR :	0.750	0.755	0.500	0.000	0.500	0.932	0.773	0.000	0.774	0.250	0.719	0.000	0.611	0.625	0.691	0.000	0.899
	0.769				0.940				0.813				0.712				

National Data & Surveying Services Intersection Turning Movement Count

Location: Stodghill Rd/Coporate Crossing & SR 276
City: Rockwall
Control: Signalized

Project ID: 23-470081-007
Date: 5/11/2023

Data - Totals

NS/EW Streets:	Stodghill Rd/Coporate Crossing				Stodghill Rd/Coporate Crossing				SR 276				SR 276				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	1	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	13	39	9	0	106	50	15	2	19	120	38	0	14	77	50	4	556
4:15 PM	11	68	27	0	74	40	13	1	13	138	25	0	12	62	70	3	557
4:30 PM	9	58	28	0	77	50	17	2	12	164	38	0	17	87	60	3	622
4:45 PM	19	59	21	0	86	60	20	1	18	114	24	0	22	80	51	1	576
5:00 PM	10	70	25	0	71	74	17	4	20	150	37	0	24	105	88	3	698
5:15 PM	22	52	13	0	73	70	18	1	16	162	36	0	19	102	60	2	646
5:30 PM	21	67	18	0	89	59	19	1	19	146	32	0	20	108	62	2	663
5:45 PM	25	67	21	0	82	70	16	2	17	140	23	1	23	115	59	6	667
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	130	480	162	0	658	473	135	14	134	1134	253	1	151	736	500	24	4985
APPROACH %'s :	16.84%	62.18%	20.98%	0.00%	51.41%	36.95%	10.55%	1.09%	8.80%	74.51%	16.62%	0.07%	10.70%	52.16%	35.44%	1.70%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	78	256	77	0	315	273	70	8	72	598	128	1	86	430	269	13	2674
PEAK HR FACTOR :	0.780	0.914	0.770	0.000	0.885	0.922	0.921	0.500	0.900	0.923	0.865	0.250	0.896	0.935	0.764	0.542	0.958
	0.909				0.979				0.933				0.907				

National Data & Surveying Services Intersection Turning Movement Count

Location: Conveyor St & I 30/US 67 WB Frontage Rd
City: Rockwall
Control: 1-Way Stop (SB)

Project ID: 23-470081-008
Date: 5/11/2023

Data - Totals

NS/EW Streets:	Conveyor St				Conveyor St				I 30/US 67 WB Frontage Rd				I 30/US 67 WB Frontage Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	226	1	0	227
4:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	255	1	0	259
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	300	3	0	304
4:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	337	1	0	340
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	340	1	0	342
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	401	0	0	401
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	410	1	0	412
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	476	0	0	476
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	8	0	0	0	0	0	0	2745	8	0	2761
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%					0.00%	99.71%	0.29%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	0	0	0	0	0	1627	2	0	1631
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.855	0.500	0.000	0.857
					0.500								0.856				

National Data & Surveying Services Intersection Turning Movement Count

Location: John King Blvd & I 30/US 67 WB Frontage Rd
City: Rockwall
Control: Signalized

Project ID: 23-470081-009
Date: 5/11/2023

Data - Totals

NS/EW Streets:	John King Blvd				John King Blvd				I 30/US 67 WB Frontage Rd				I 30/US 67 WB Frontage Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	2.5	0	0	0	4	1	0	0	0	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	50	177	0	0	0	174	66	0	0	0	0	0	16	29	32	9	553
4:15 PM	52	122	0	0	0	148	59	0	0	0	0	0	23	29	38	12	483
4:30 PM	67	171	0	0	0	182	68	0	0	0	0	0	20	41	44	17	610
4:45 PM	69	157	0	0	0	169	63	0	0	0	0	0	26	52	39	10	585
5:00 PM	86	163	0	0	0	188	61	0	0	0	0	0	25	66	47	9	645
5:15 PM	94	170	0	0	0	100	59	0	0	0	0	0	21	101	42	19	606
5:30 PM	94	184	0	0	0	154	88	0	0	0	0	0	29	104	59	8	720
5:45 PM	79	169	0	0	0	146	77	0	0	0	0	0	31	124	51	8	685
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	591	1313	0	0	0	1261	541	0	0	0	0	0	191	546	352	92	4887
APPROACH %'s :	31.04%	68.96%	0.00%	0.00%	0.00%	69.98%	30.02%	0.00%					16.17%	46.23%	29.81%	7.79%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	353	686	0	0	0	588	285	0	0	0	0	0	106	395	199	44	2656
PEAK HR FACTOR :	0.939	0.932	0.000	0.000	0.000	0.782	0.810	0.000	0.000	0.000	0.000	0.000	0.855	0.796	0.843	0.579	0.922
	0.934				0.877								0.869				

National Data & Surveying Services Intersection Turning Movement Count

Location: John King Blvd & I 30/US 67 EB Frontage Rd
City: Rockwall
Control: Signalized

Project ID: 23-470081-010
Date: 5/11/2023

Data - Totals

NS/EW Streets:	John King Blvd				John King Blvd				I 30/US 67 EB Frontage Rd				I 30/US 67 EB Frontage Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	4	1	0	2	2	0	0	1.5	1.5	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	132	23	0	102	99	0	0	91	87	74	26	0	0	0	0	634
4:15 PM	0	117	17	0	80	91	0	0	60	93	80	28	0	0	0	0	566
4:30 PM	0	138	29	0	84	114	0	0	97	89	81	38	0	0	0	0	670
4:45 PM	0	138	18	0	82	117	0	0	91	78	81	22	0	0	0	0	627
5:00 PM	0	159	18	0	82	124	0	0	87	102	106	30	0	0	0	0	708
5:15 PM	0	172	20	0	48	80	0	0	95	96	96	28	0	0	0	0	635
5:30 PM	0	177	17	0	70	100	0	0	98	96	108	19	0	0	0	0	685
5:45 PM	0	152	14	0	65	125	0	0	97	95	109	17	0	0	0	0	674
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1185	156	0	613	850	0	0	716	736	735	208	0	0	0	0	5199
APPROACH %'s :	0.00%	88.37%	11.63%	0.00%	41.90%	58.10%	0.00%	0.00%	29.90%	30.73%	30.69%	8.68%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	660	69	0	265	429	0	0	377	389	419	94	0	0	0	0	2702
PEAK HR FACTOR :	0.000	0.932	0.863	0.000	0.808	0.858	0.000	0.000	0.962	0.953	0.961	0.783	0.000	0.000	0.000	0.000	0.954
		0.939				0.842				0.984							

National Data & Surveying Services Intersection Turning Movement Count

Location: John King Blvd & Airport Rd
City: Rockwall
Control: 4-Way Stop

Project ID: 23-470081-011
Date: 5/11/2023

Data - Totals

NS/EW Streets:	John King Blvd				John King Blvd				Airport Rd				Airport Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	0.5	1	0.5	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	23	179	18	0	6	172	9	0	29	56	46	0	2	8	3	0	551
4:15 PM	15	133	16	0	11	153	5	0	24	40	42	0	4	10	6	0	459
4:30 PM	20	187	16	0	8	147	7	0	33	35	46	0	8	11	4	0	522
4:45 PM	27	162	13	0	17	157	7	0	16	34	42	0	5	13	5	0	498
5:00 PM	31	166	12	0	8	143	11	0	34	61	37	0	2	10	7	0	522
5:15 PM	19	174	29	0	10	138	15	0	19	52	36	0	2	18	4	0	516
5:30 PM	19	195	18	0	9	155	12	0	10	33	37	0	6	15	8	0	517
5:45 PM	29	199	16	0	7	187	13	0	12	29	38	0	9	17	6	0	562
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	183	1395	138	0	76	1252	79	0	177	340	324	0	38	102	43	0	4147
APPROACH %'s :	10.66%	81.29%	8.04%	0.00%	5.40%	88.98%	5.61%	0.00%	21.05%	40.43%	38.53%	0.00%	20.77%	55.74%	23.50%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	98	734	75	0	34	623	51	0	75	175	148	0	19	60	25	0	2117
PEAK HR FACTOR :	0.790	0.922	0.647	0.000	0.850	0.833	0.850	0.000	0.551	0.717	0.974	0.000	0.528	0.833	0.781	0.000	0.942
	0.929				0.855				0.754				0.813				

Prepared by National Data & Surveying Services

VOLUME

Justin Rd W/O FM 3549/N Stodghill Rd

Day: Thursday
Date: 5/11/2023

City: Rockwall
Project #: TX23_470082_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	34	37	71

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00							0		12:00			4		1		5	
0:15							0		12:15			0		0		0	
0:30							0		12:30			1		0		1	
0:45							0		12:45			0	5	0	1	0	6
1:00							0		13:00			2		2		4	
1:15							0		13:15			1		2		3	
1:30							0		13:30			1		0		1	
1:45							0		13:45			2	6	1	5	3	11
2:00							0		14:00			0		1		1	
2:15							0		14:15			0		0		0	
2:30							0		14:30			1		0		1	
2:45							0		14:45			1	2	3	4	4	6
3:00							0		15:00			0		1		1	
3:15							0		15:15			1		0		1	
3:30							0		15:30			0		0		0	
3:45							0		15:45			0	1	0	1	0	2
4:00							0		16:00			0		0		0	
4:15							0		16:15			0		1		1	
4:30							0		16:30			1		0		1	
4:45							0		16:45			2	3	1	2	3	5
5:00							0		17:00			0		0		0	
5:15							0		17:15			0		0		0	
5:30							0		17:30			1		1		2	
5:45							0		17:45			0	1	0	1	0	2
6:00			0		1		1		18:00			2		0		2	
6:15			0		1		1		18:15			0		0		0	
6:30			0		0		0		18:30			0		1		1	
6:45			0		0	2	0	2	18:45			0	2	0	1	0	3
7:00			0		1		1		19:00			0		0		0	
7:15			0		0		0		19:15			0		0		0	
7:30			0		0		0		19:30			0		0		0	
7:45			0		1	2	1	2	19:45			0		0		0	
8:00			1		2		3		20:00			0		0		0	
8:15			0		1		1		20:15			0		0		0	
8:30			2		0		2		20:30			0		0		0	
8:45			2	5	0	3	2	8	20:45			0		0		0	
9:00			0		2		2		21:00			0		0		0	
9:15			0		0		0		21:15			0		0		0	
9:30			4		5		9		21:30			0		0		0	
9:45			0	4	1	8	1	12	21:45			0		0		0	
10:00			1		1		2		22:00							0	
10:15			0		0		0		22:15							0	
10:30			0		0		0		22:30							0	
10:45			1	2	1	2	2	4	22:45							0	
11:00			2		1		3		23:00							0	
11:15			0		1		1		23:15							0	
11:30			0		2		2		23:30							0	
11:45			1	3	1	5	2	8	23:45							0	
TOTALS				14		22		**36**	**TOTALS**				20		15		**35**
SPLIT %				38.9%		61.1%		**50.7%**	**SPLIT %**				57.1%		42.9%		**49.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	34	37	71

AM Peak Hour			8:45	9:00	**8:45**	**PM Peak Hour**			13:00	13:00	**13:00**
AM Pk Volume			6	8	**13**	**PM Pk Volume**			6	5	**11**
Pk Hr Factor			0.375	0.400	**0.361**	**Pk Hr Factor**			0.750	0.625	**0.688**
7 - 9 Volume	0	0	5	5	**10**	**4 - 6 Volume**	0	0	4	3	**7**
7 - 9 Peak Hour			8:00	7:30	**8:00**	**4 - 6 Peak Hour**			16:00	16:00	**16:00**
7 - 9 Pk Volume	0	0	5	4	**8**	**4 - 6 Pk Volume**	0	0	3	2	**5**
Pk Hr Factor	0.000	0.000	0.625	0.500	**0.667**	**Pk Hr Factor**	0.000	0.000	0.375	0.500	**0.417**

Prepared by National Data & Surveying Services

VOLUME

Stodghill Rd Bet. Justin Rd & I 30 WB Frontage Rd/US 67

Day: Thursday
Date: 5/11/2023

City: Rockwall
Project #: TX23_470080_002

DAILY TOTALS	NB	SB	EB	WB	Total
	7,165	5,802	0	0	12,967

AM Period	NB		SB		EB		WB		TOTAL	
0:00	12		3						15	
0:15	6		2						8	
0:30	7		0						7	
0:45	3	28	0	5					3	33
1:00	9		1						10	
1:15	1		1						2	
1:30	3		3						6	
1:45	7	20	1	6					8	26
2:00	5		2						7	
2:15	6		2						8	
2:30	1		3						4	
2:45	2	14	1	8					3	22
3:00	3		4						7	
3:15	0		2						2	
3:30	2		5						7	
3:45	1	6	4	15					5	21
4:00	3		5						8	
4:15	4		1						5	
4:30	3		5						8	
4:45	8	18	12	23					20	41
5:00	8		14						22	
5:15	5		27						32	
5:30	21		25						46	
5:45	21	55	30	96					51	151
6:00	37		35						72	
6:15	63		44						107	
6:30	75		66						141	
6:45	131	306	89	234					220	540
7:00	141		82						223	
7:15	114		90						204	
7:30	163		92						255	
7:45	221	639	122	386					343	1025
8:00	186		129						315	
8:15	142		156						298	
8:30	123		105						228	
8:45	95	546	96	486					191	1032
9:00	111		77						188	
9:15	110		116						226	
9:30	80		99						179	
9:45	75	376	69	361					144	737
10:00	69		68						137	
10:15	57		68						125	
10:30	70		80						150	
10:45	74	270	71	287					145	557
11:00	91		80						171	
11:15	69		84						153	
11:30	85		92						177	
11:45	76	321	83	339					159	660
TOTALS		2599		2246						4845
SPLIT %		53.6%		46.4%						37.4%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	93		65						158	
12:15	100		77						177	
12:30	98		77						175	
12:45	96	387	83	302					179	689
13:00	92		89						181	
13:15	106		107						213	
13:30	91		90						181	
13:45	83	372	72	358					155	730
14:00	86		69						155	
14:15	70		63						133	
14:30	123		69						192	
14:45	103	382	106	307					209	689
15:00	107		89						196	
15:15	125		112						237	
15:30	129		119						248	
15:45	130	491	105	425					235	916
16:00	165		103						268	
16:15	169		113						282	
16:30	172		145						317	
16:45	169	675	143	504					312	1179
17:00	195		149						344	
17:15	182		174						356	
17:30	183		129						312	
17:45	192	752	146	598					338	1350
18:00	179		140						319	
18:15	129		108						237	
18:30	115		110						225	
18:45	84	507	79	437					163	944
19:00	120		70						190	
19:15	97		89						186	
19:30	97		79						176	
19:45	92	406	54	292					146	698
20:00	91		49						140	
20:15	69		67						136	
20:30	63		34						97	
20:45	49	272	22	172					71	444
21:00	58		22						80	
21:15	35		24						59	
21:30	42		17						59	
21:45	33	168	25	88					58	256
22:00	27		11						38	
22:15	28		10						38	
22:30	22		20						42	
22:45	12	89	9	50					21	139
23:00	21		7						28	
23:15	19		8						27	
23:30	15		5						20	
23:45	10	65	3	23					13	88
TOTALS		4566		3556						8122
SPLIT %		56.2%		43.8%						62.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,165	5,802	0	0	12,967

AM Peak Hour	7:30	7:45			7:30
AM Pk Volume	712	512			1211
Pk Hr Factor	0.805	0.821			0.883
7 - 9 Volume	1185	872	0	0	2057
7 - 9 Peak Hour	7:30	7:45			7:30
7 - 9 Pk Volume	712	512	0	0	1211
Pk Hr Factor	0.805	0.821	0.000	0.000	0.883

PM Peak Hour	17:00	16:30			17:00
PM Pk Volume	752	611			1350
Pk Hr Factor	0.964	0.878			0.948
4 - 6 Volume	1427	1102	0	0	2529
4 - 6 Peak Hour	17:00	16:30			17:00
4 - 6 Pk Volume	752	611	0	0	1350
Pk Hr Factor	0.964	0.878	0.000	0.000	0.948

Kimley»Horn

2. Turn-Lane Worksheets

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

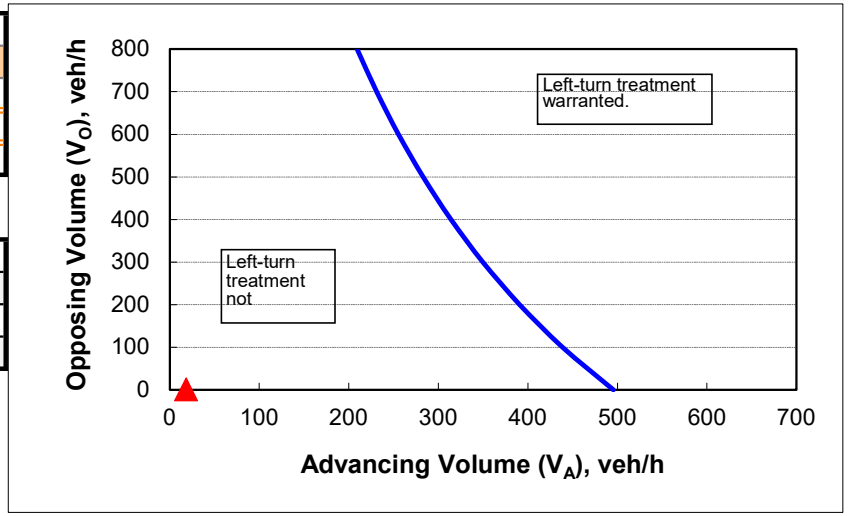
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	83%
Advancing volume (V_A), veh/h:	18
Opposing volume (V_O), veh/h:	1

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	495
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

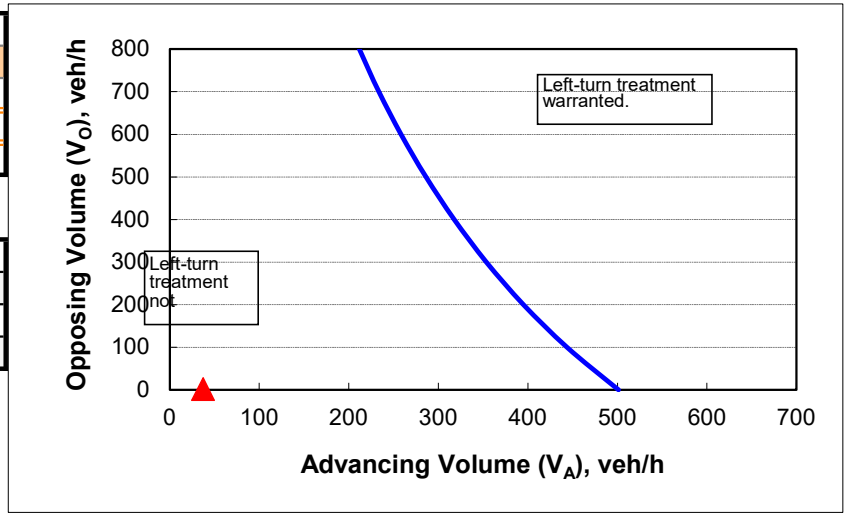
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	84%
Advancing volume (V_A), veh/h:	37
Opposing volume (V_O), veh/h:	2

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	500
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

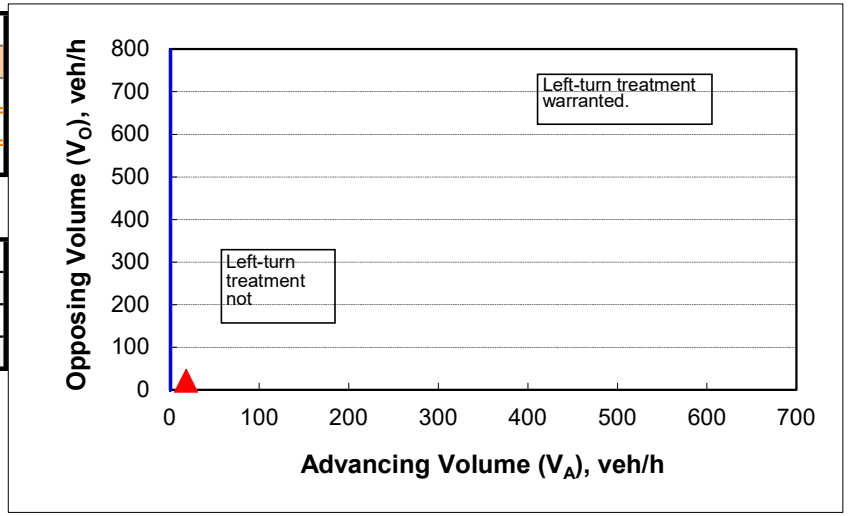
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	0%
Advancing volume (V_A), veh/h:	18
Opposing volume (V_O), veh/h:	21

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	#DIV/0!
Guidance for determining the need for a major-road left-turn bay:	
#DIV/0!	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

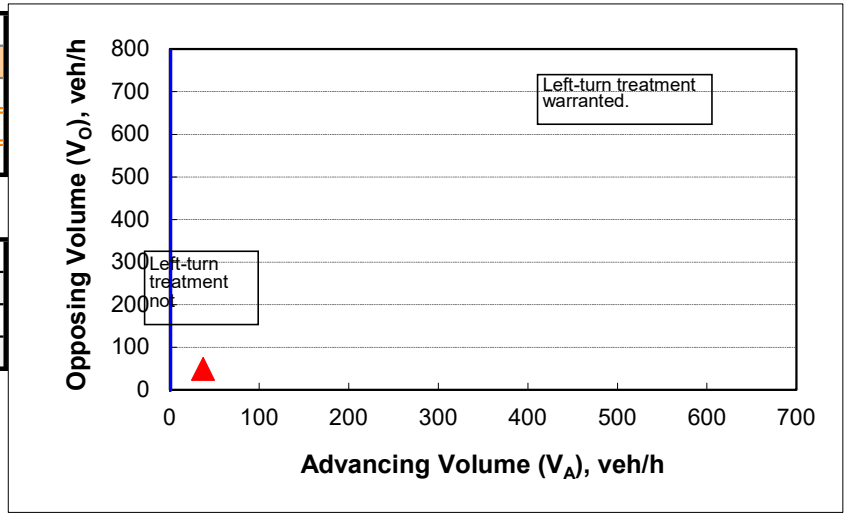
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	0%
Advancing volume (V_A), veh/h:	37
Opposing volume (V_O), veh/h:	49

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	#DIV/0!
Guidance for determining the need for a major-road left-turn bay:	
#DIV/0!	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

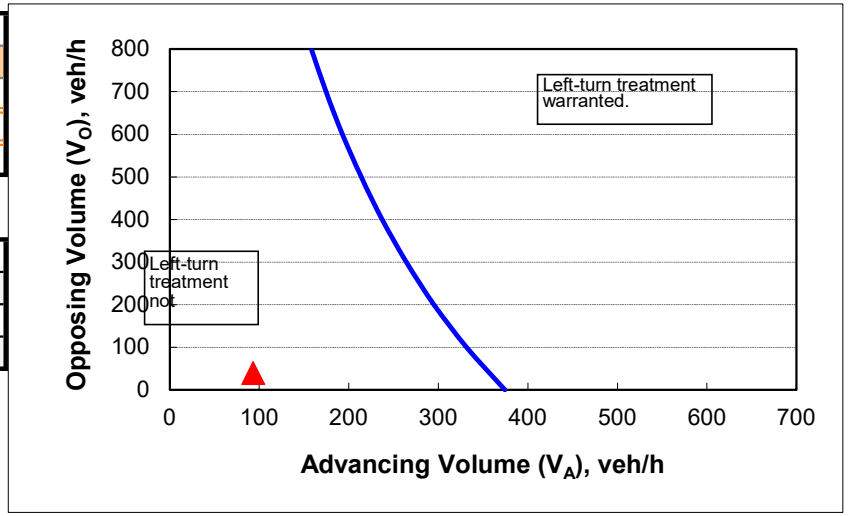
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	58%
Advancing volume (V_A), veh/h:	93
Opposing volume (V_O), veh/h:	39

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	357
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

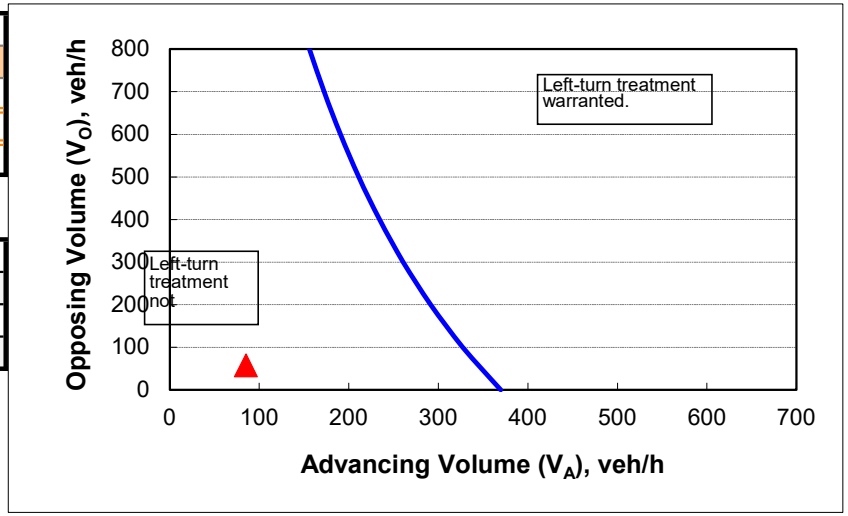
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	52%
Advancing volume (V_A), veh/h:	85
Opposing volume (V_O), veh/h:	57

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	345
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	85
Right-turn volume, veh/h:	16

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	129163
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

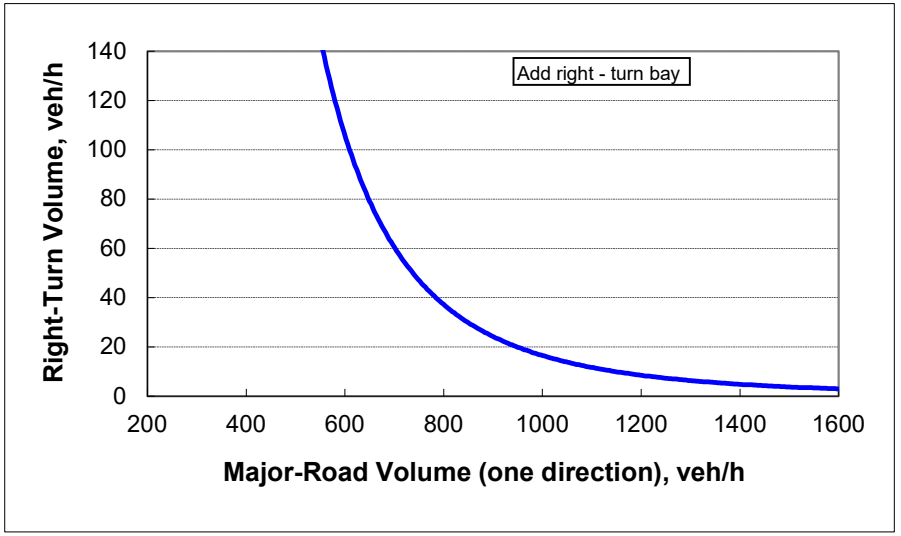


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	92
Right-turn volume, veh/h:	8

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	96864
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

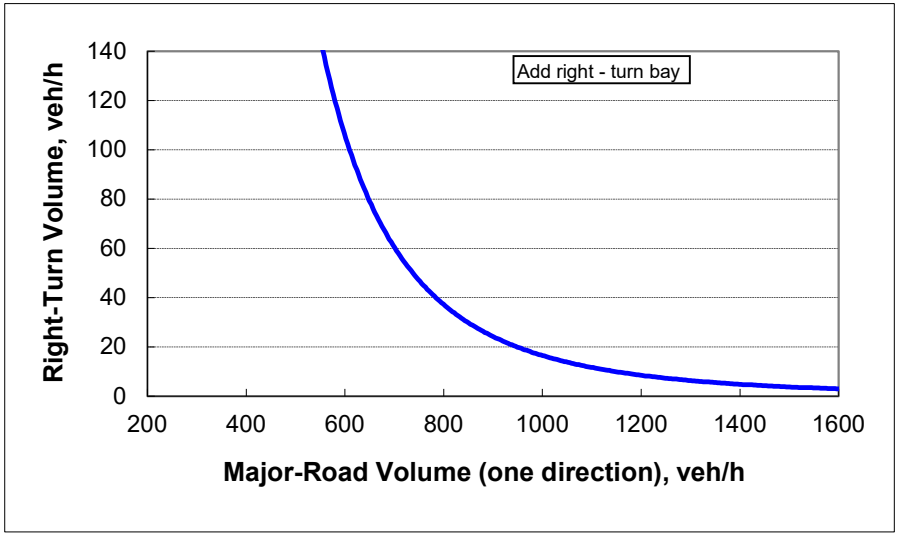


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	30
Right-turn volume, veh/h:	24

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	5699160
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

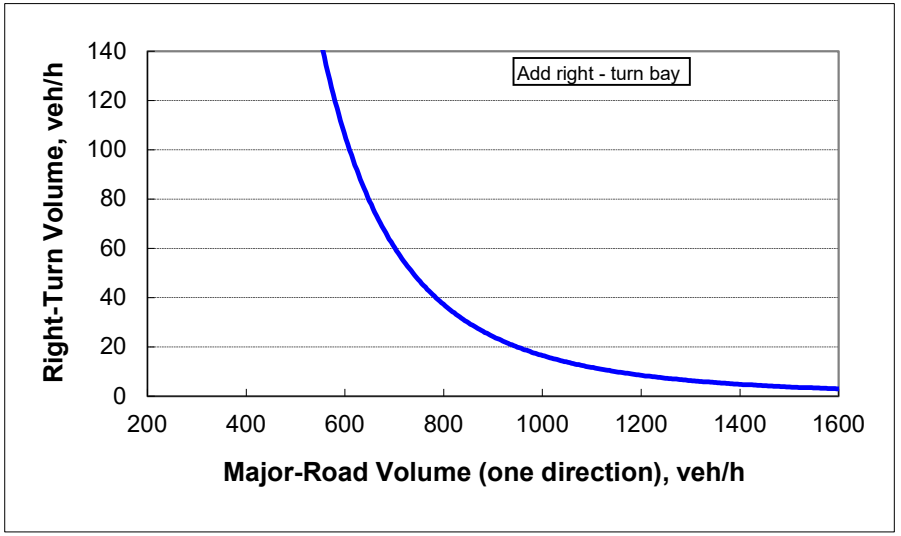


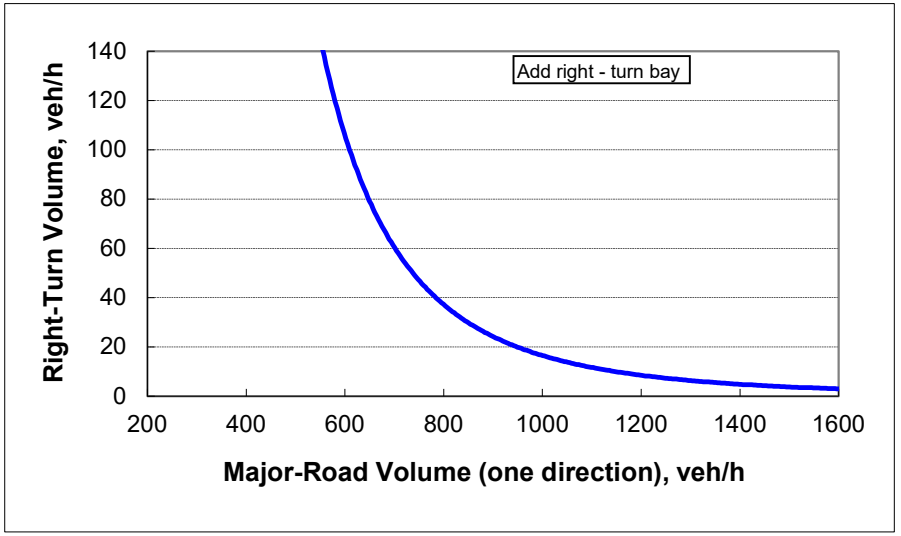
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	41
Right-turn volume, veh/h:	20

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1830232
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



3. Traffic Signal Warrant Worksheet

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	Stodghill Rd	NB	SB	# OF APPROACH LANES:	2
MINOR STREET:	Justin Rd	EB	WB	# OF APPROACH LANES:	1
CITY, STATE:	Rockwall, TX				
COMMENTS:	Buildout (2025)				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	Stodghill Rd			Justin Rd		
	NB Approach	SB Approach	Total	EB Approach	WB Approach	Minor Street Heavy Leg
6:00 - 7:00 AM	314	245	559	0	0	0
7:00 - 8:00 AM	655	399	1054	1	1	1
8:00 - 9:00 AM	560	501	1061	14	1	14
9:00 - 10:00 AM	387	374	761	24	2	24
10:00 - 11:00 AM	279	297	576	15	0	15
11:00 - 12:00 PM	332	351	683	32	2	32
12:00 - 1:00 PM	400	314	714	31	3	31
1:00 - 2:00 PM	383	370	753	30	4	30
2:00 - 3:00 PM	394	318	712	25	4	25
3:00 - 4:00 PM	508	438	946	31	3	31
4:00 - 5:00 PM	695	517	1212	44	2	44
5:00 - 6:00 PM	773	613	1386	42	2	42
6:00 - 7:00 PM	521	447	968	12	0	12
7:00 - 8:00 PM	415	299	714	5	0	5
8:00 - 9:00 PM	278	176	454	1	0	1
9:00 - 10:00 PM	174	90	264	0	1	1

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	Warrant NOT Met
2	Four-Hour Volume	Warrant NOT Met
3	Peak Hour Volume	Warrant NOT Met
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

01/17/24

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: **Stodghill Rd** NB SB # OF APPROACH LANES: **2**

MINOR STREET: **Justin Rd** EB WB # OF APPROACH LANES: **1**

CITY, STATE: **Rockwall, TX**

COMMENTS: Buildout (2025)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**

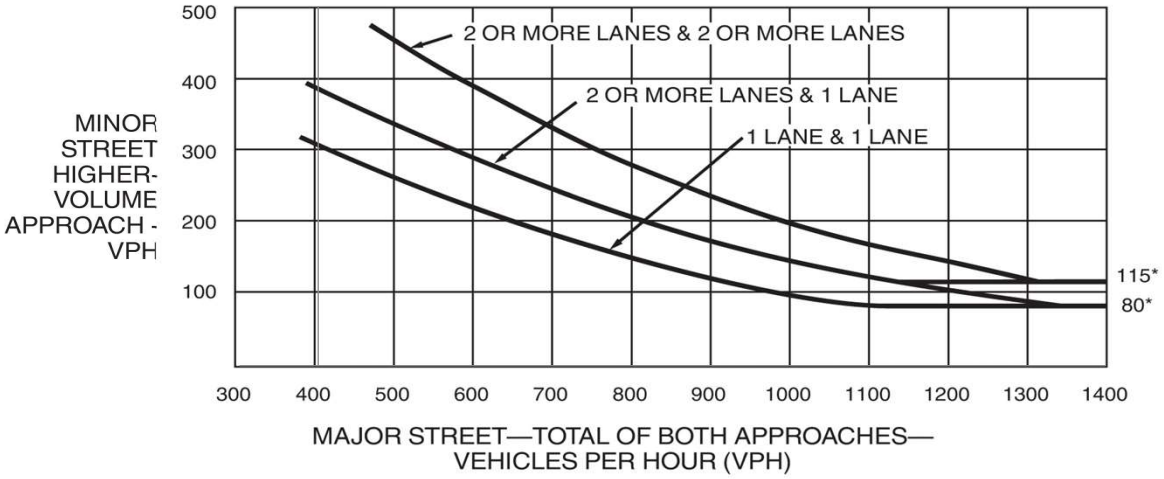
85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **Y**

	MAJOR ST	MINOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
	TWO-WAY TRAFFIC	TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES →			**420**	**105**		**630**	**53**		**336**	**84**		**504**	**42**			
06:00 AM TO 07:00 AM	559	0	Y						Y			Y				
07:00 AM TO 08:00 AM	1,054	1	Y			Y			Y			Y				
08:00 AM TO 09:00 AM	1,061	14	Y			Y			Y			Y				
09:00 AM TO 10:00 AM	761	24	Y			Y			Y			Y				
10:00 AM TO 11:00 AM	576	15	Y						Y			Y				
11:00 AM TO 12:00 PM	683	32	Y			Y			Y			Y				
12:00 PM TO 01:00 PM	714	31	Y			Y			Y			Y				
01:00 PM TO 02:00 PM	753	30	Y			Y			Y			Y				
02:00 PM TO 03:00 PM	712	25	Y			Y			Y			Y				
03:00 PM TO 04:00 PM	946	31	Y			Y			Y			Y				
04:00 PM TO 05:00 PM	1,212	44	Y			Y			Y			Y	Y	**Y**		
05:00 PM TO 06:00 PM	1,386	42	Y			Y			Y			Y	Y	**Y**		
06:00 PM TO 07:00 PM	968	12	Y			Y			Y			Y				
07:00 PM TO 08:00 PM	714	5	Y			Y			Y			Y				
08:00 PM TO 09:00 PM	454	1	Y						Y							
09:00 PM TO 10:00 PM	264	1														
	12,817	308	15	0	**0**	12	0	**0**	15	0	**0**	14	2	**2**	**0**	**0**
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**NOT SATISFIED**

01/17/24

Kimley-Horn and Associates, Inc.

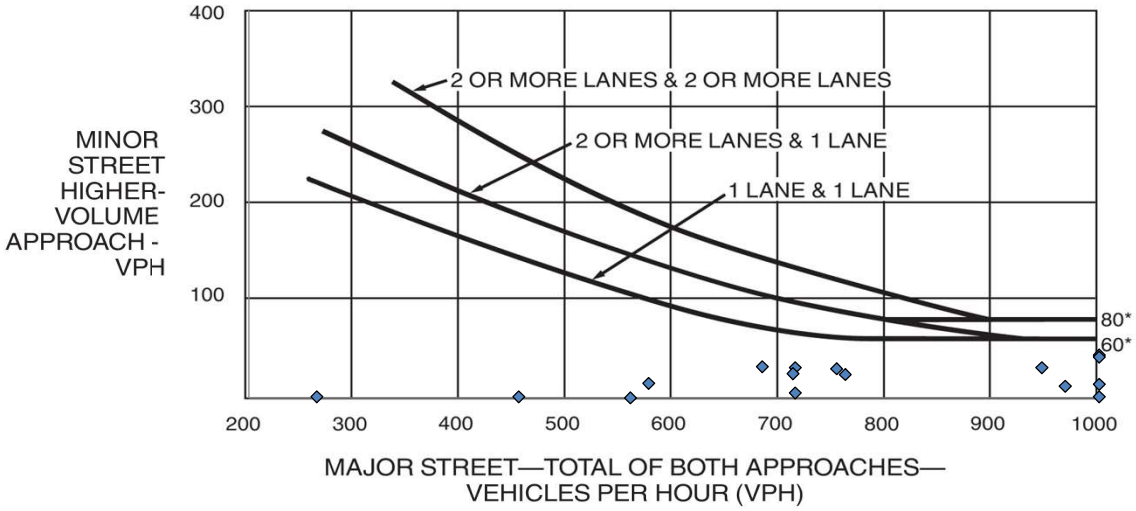
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	Stodghill Rd	NB	SB	# OF APPROACH LANES:	2
MINOR STREET:	Justin Rd	EB	WB	# OF APPROACH LANES:	2
CITY, STATE:	Rockwall, TX				
COMMENTS:	Buildout (2030)				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	Stodghill Rd			Justin Rd		
	NB Approach	SB Approach	Total	EB Approach	WB Approach	Minor Street Heavy Leg
6:00 - 7:00 AM	364	280	644	43	0	43
7:00 - 8:00 AM	761	460	1221	88	1	88
8:00 - 9:00 AM	661	579	1240	101	1	101
9:00 - 10:00 AM	479	442	921	103	2	103
10:00 - 11:00 AM	372	362	734	114	0	114
11:00 - 12:00 PM	443	429	872	158	2	158
12:00 - 1:00 PM	530	392	922	185	3	185
1:00 - 2:00 PM	504	451	955	184	5	184
2:00 - 3:00 PM	509	390	899	170	5	170
3:00 - 4:00 PM	643	527	1170	173	3	173
4:00 - 5:00 PM	863	619	1482	197	2	197
5:00 - 6:00 PM	957	728	1685	200	2	200
6:00 - 7:00 PM	662	536	1198	156	0	156
7:00 - 8:00 PM	531	363	894	132	0	132
8:00 - 9:00 PM	356	216	572	109	0	109
9:00 - 10:00 PM	219	109	328	75	1	75

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	WARRANT MET
2	Four-Hour Volume	WARRANT MET
3	Peak Hour Volume	WARRANT MET
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

01/18/24

Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: **Stodghill Rd** NB SB # OF APPROACH LANES: **2**

MINOR STREET: **Justin Rd** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rockwall, TX**

COMMENTS: Buildout (2030)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**

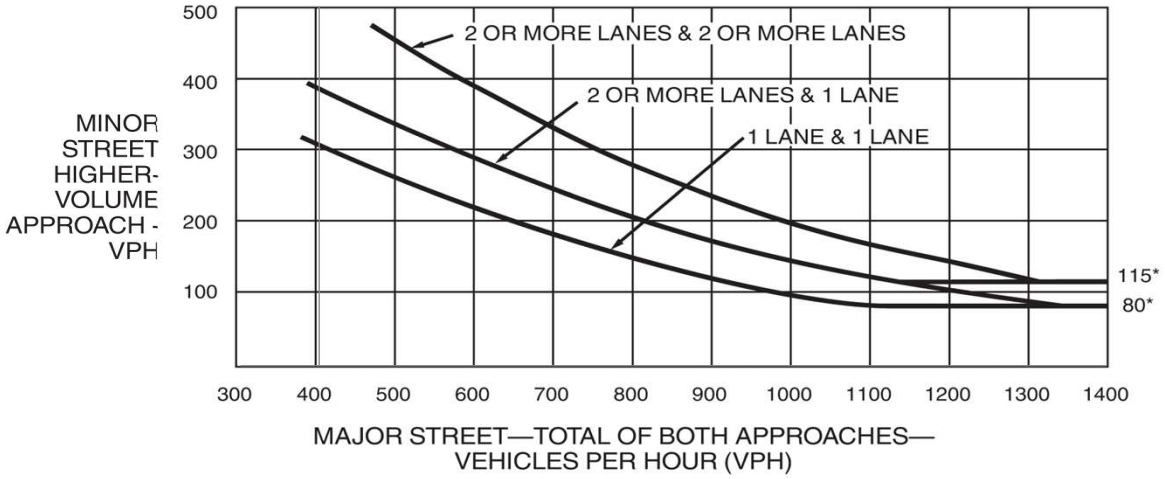
85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **Y**

	MAJOR ST	MINOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2	WARRANT 3
	TWO-WAY TRAFFIC	TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	Four-Hour	Peak Hour
THRESHOLD VALUES →			**420**	**140**		**630**	**70**		**336**	**112**		**504**	**56**			
06:00 AM TO 07:00 AM	644	43	Y			Y			Y			Y				
07:00 AM TO 08:00 AM	1,221	88	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
08:00 AM TO 09:00 AM	1,240	101	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	**Y**
09:00 AM TO 10:00 AM	921	103	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
10:00 AM TO 11:00 AM	734	114	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**		
11:00 AM TO 12:00 PM	872	158	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	
12:00 PM TO 01:00 PM	922	185	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
01:00 PM TO 02:00 PM	955	184	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
02:00 PM TO 03:00 PM	899	170	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	
03:00 PM TO 04:00 PM	1,170	173	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
04:00 PM TO 05:00 PM	1,482	197	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
05:00 PM TO 06:00 PM	1,685	200	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:00 PM TO 07:00 PM	1,198	156	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
07:00 PM TO 08:00 PM	894	132	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	
08:00 PM TO 09:00 PM	572	109	Y				Y		Y			Y	Y	**Y**		
09:00 PM TO 10:00 PM	328	75					Y						Y			
	15,737	2,188	15	8	**8**	14	15	**13**	15	10	**10**	15	15	**14**	**12**	**7**
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			SATISFIED			**SATISFIED**			**SATISFIED**						**SATISFIED**	**SATISFIED**

01/18/24

Kimley-Horn and Associates, Inc.

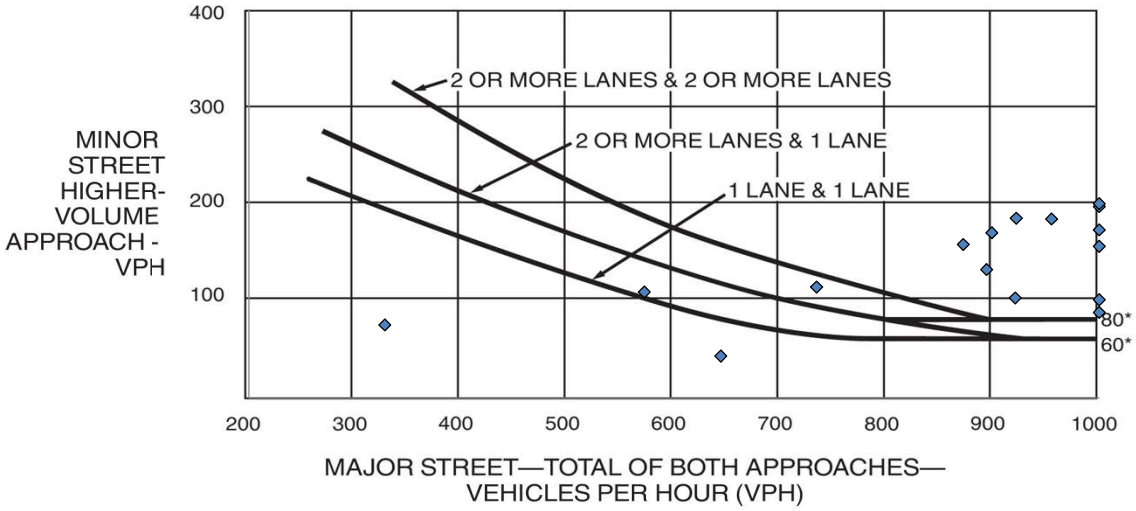
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET:	Stodghill Rd	NB	SB	# OF APPROACH LANES:	2
MINOR STREET:	Justin Rd	EB	WB	# OF APPROACH LANES:	2
CITY, STATE:	Rockwall, TX				
COMMENTS:	Buildout (2035)				

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	Stodghill Rd			Justin Rd		
	NB Approach	SB Approach	Total	EB Approach	WB Approach	Minor Street Heavy Leg
6:00 - 7:00 AM	421	324	745	43	0	43
7:00 - 8:00 AM	879	532	1411	88	1	88
8:00 - 9:00 AM	762	669	1431	102	1	102
9:00 - 10:00 AM	548	509	1057	104	3	104
10:00 - 11:00 AM	421	415	836	115	0	115
11:00 - 12:00 PM	502	491	993	159	3	159
12:00 - 1:00 PM	601	448	1049	186	4	186
1:00 - 2:00 PM	573	518	1091	185	5	185
2:00 - 3:00 PM	580	447	1027	170	5	170
3:00 - 4:00 PM	734	605	1339	174	4	174
4:00 - 5:00 PM	987	712	1699	198	3	198
5:00 - 6:00 PM	1096	839	1935	200	3	200
6:00 - 7:00 PM	756	617	1373	156	0	156
7:00 - 8:00 PM	606	417	1023	132	0	132
8:00 - 9:00 PM	407	247	654	109	0	109
9:00 - 10:00 PM	250	126	376	75	1	75

Warrant	Description	Warrant Met?
1	Eight-Hour Volume	WARRANT MET
2	Four-Hour Volume	WARRANT MET
3	Peak Hour Volume	WARRANT MET
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	N/A
7	Crash Experience	N/A
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

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Kimley-Horn and Associates, Inc.

TRAFFIC SIGNAL WARRANT ANALYSIS (2011 TXMUTCD)

MAJOR STREET: **Stodghill Rd** NB SB # OF APPROACH LANES: **2**

MINOR STREET: **Justin Rd** EB WB # OF APPROACH LANES: **2**

CITY, STATE: **Rockwall, TX**

COMMENTS: Buildout (2035)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**

85TH PERCENTILE SPEED OR POSTED SPEED LIMIT GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **Y**

	MAJOR ST	MINOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
	TWO-WAY TRAFFIC	TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES →			**420**	**140**		**630**	**70**		**336**	**112**		**504**	**56**			
06:00 AM TO 07:00 AM	745	43	Y			Y			Y			Y				
07:00 AM TO 08:00 AM	1,411	88	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
08:00 AM TO 09:00 AM	1,431	102	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	**Y**
09:00 AM TO 10:00 AM	1,057	104	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
10:00 AM TO 11:00 AM	836	115	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	
11:00 AM TO 12:00 PM	993	159	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
12:00 PM TO 01:00 PM	1,049	186	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
01:00 PM TO 02:00 PM	1,091	185	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
02:00 PM TO 03:00 PM	1,027	170	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
03:00 PM TO 04:00 PM	1,339	174	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
04:00 PM TO 05:00 PM	1,699	198	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
05:00 PM TO 06:00 PM	1,935	200	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:00 PM TO 07:00 PM	1,373	156	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
07:00 PM TO 08:00 PM	1,023	132	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	
08:00 PM TO 09:00 PM	654	109	Y			Y	Y	**Y**	Y			Y	Y	**Y**		
09:00 PM TO 10:00 PM	376	75					Y		Y				Y			
	18,039	2,196	15	8	**8**	15	15	**14**	16	10	**10**	15	15	**14**	**13**	**9**
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			SATISFIED			**SATISFIED**			**SATISFIED**						**SATISFIED**	**SATISFIED**

01/18/24

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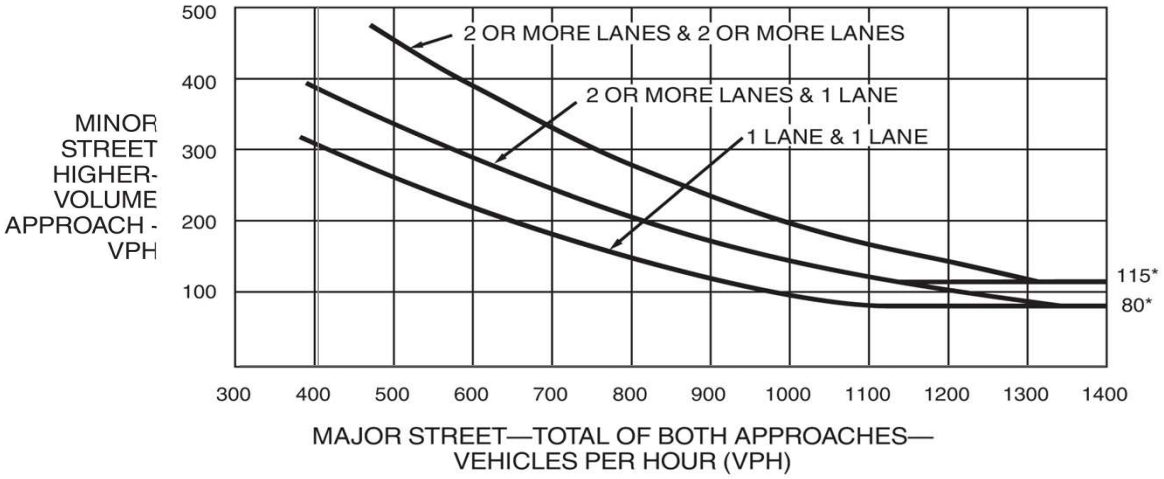
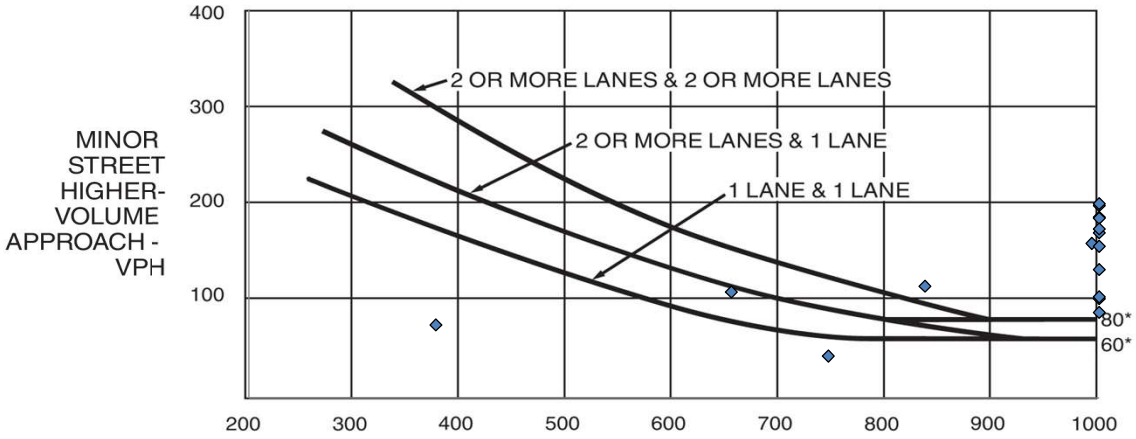
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

4. Background Developments References

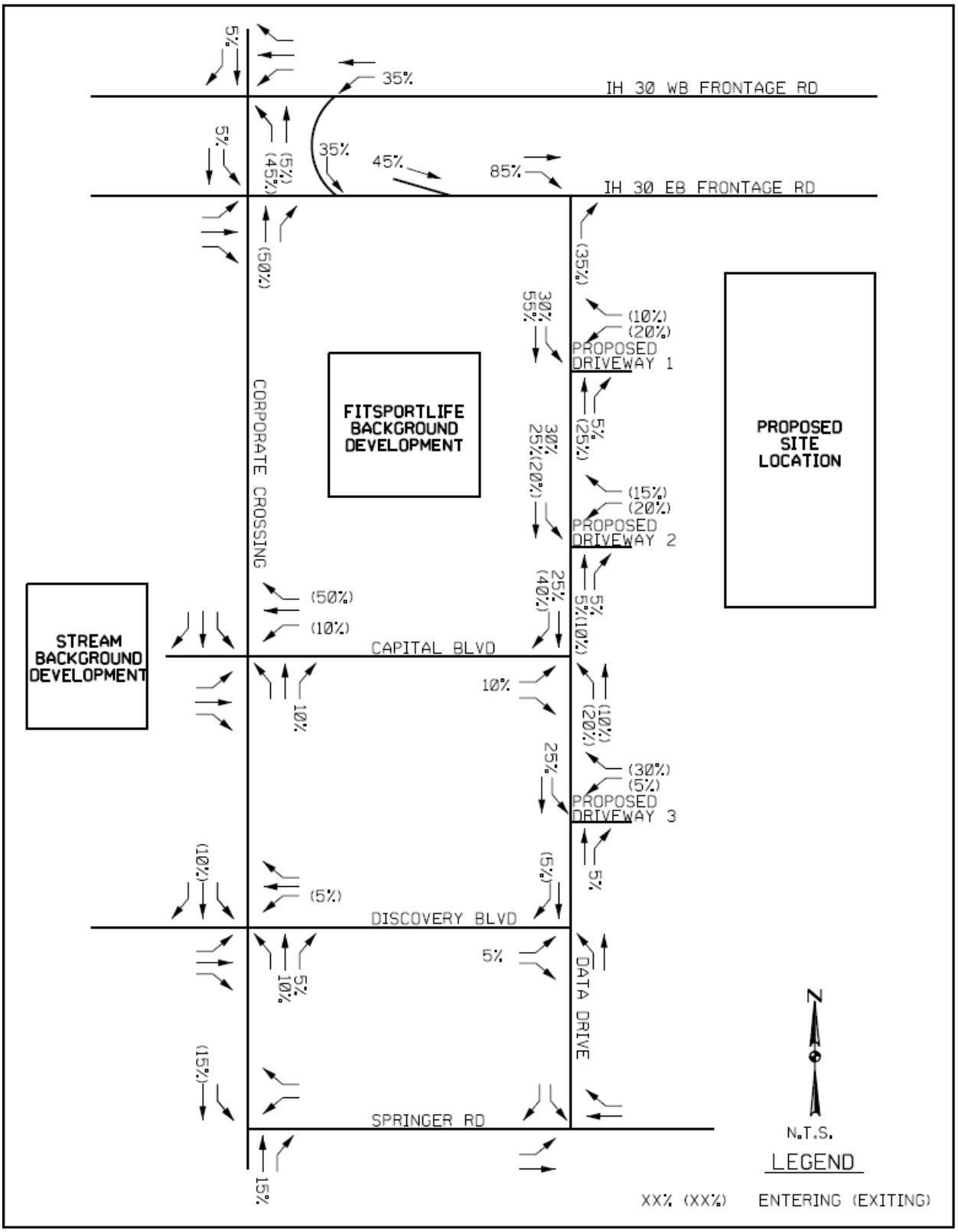


Figure 7: Proposed Site Traffic Distribution

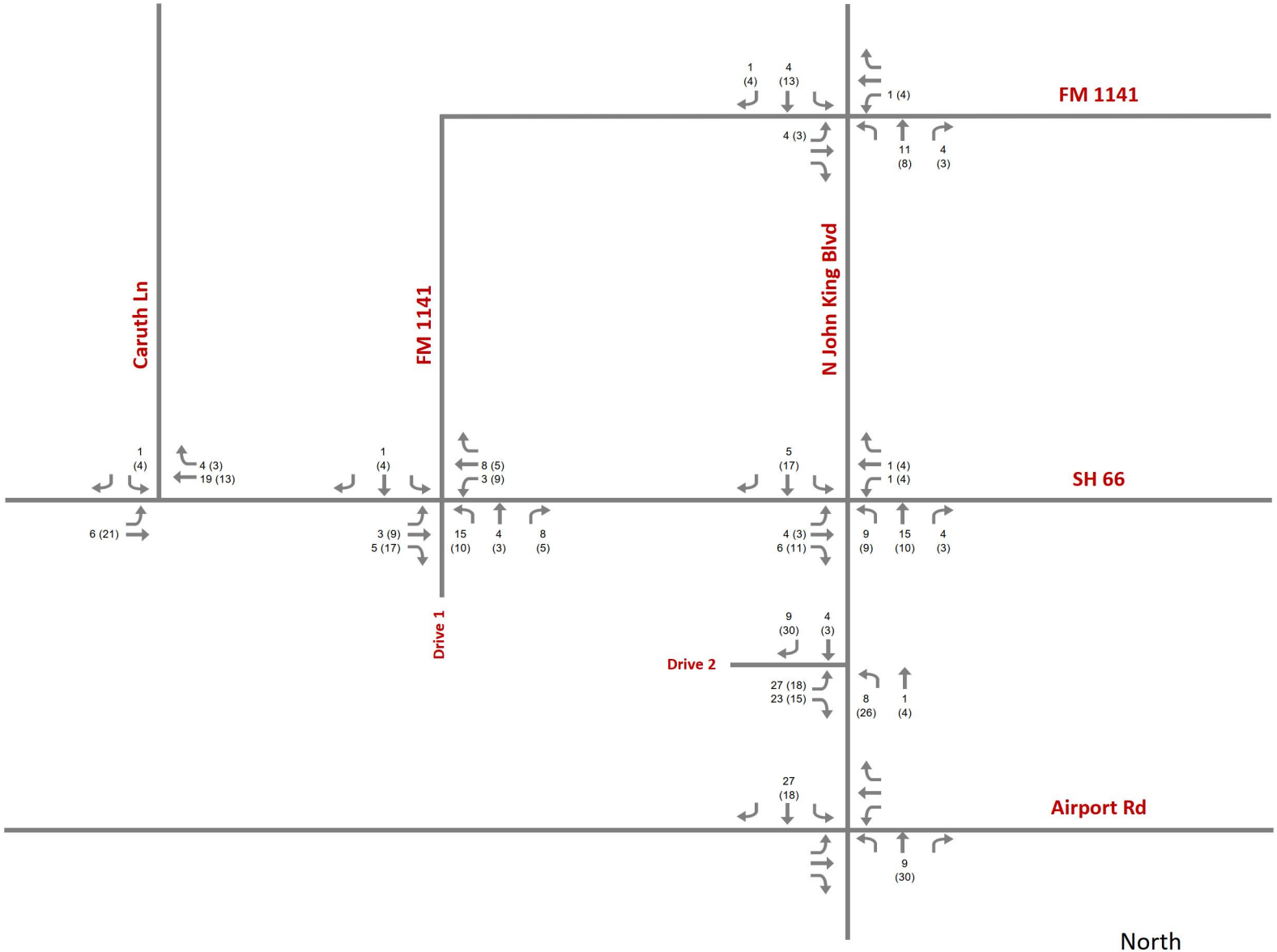


Exhibit 5

Trip Assignment

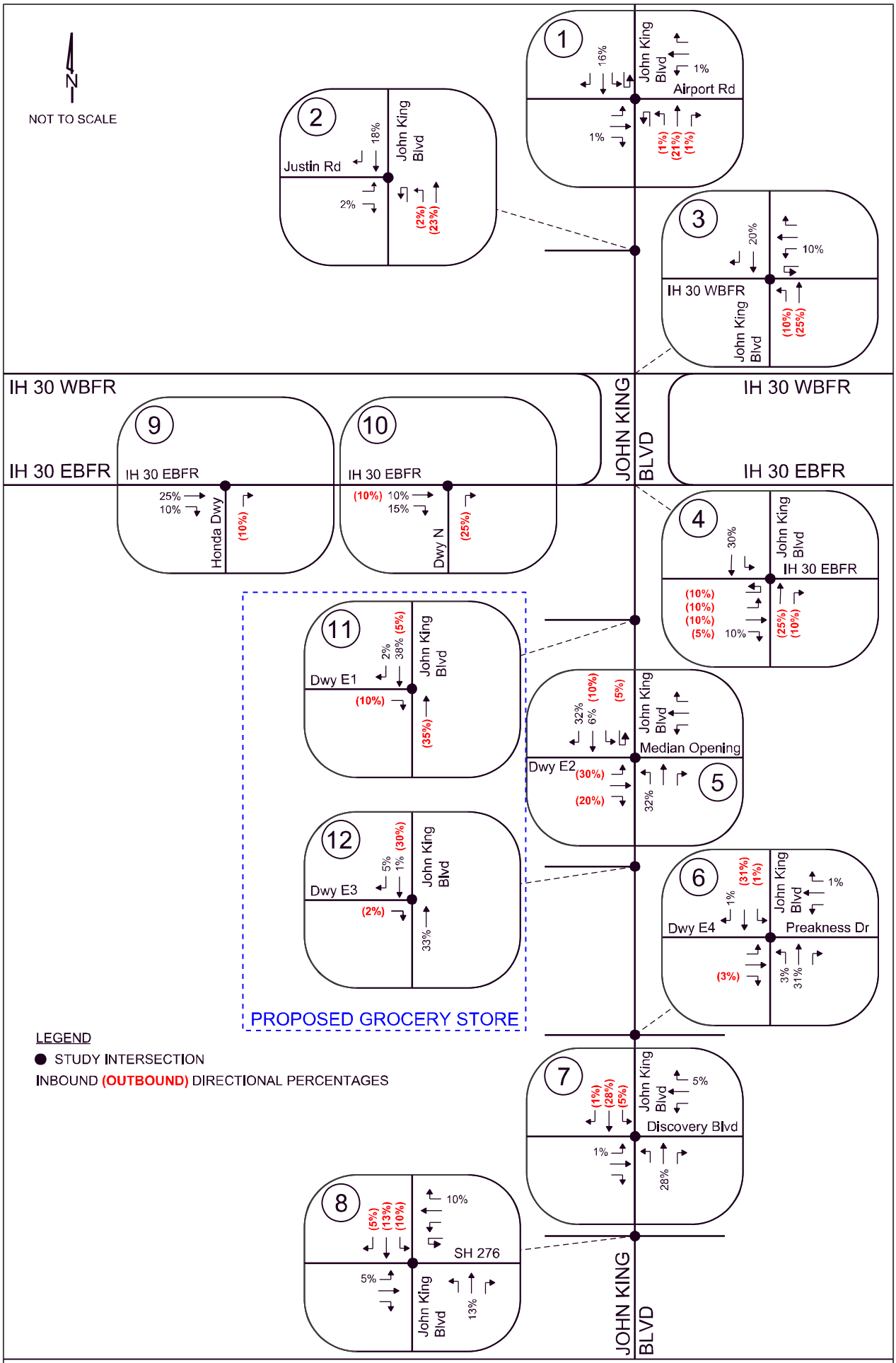
Park Hills TIA

LEGEND:
X (Y)
X = AM Peak Hour Turning Movements
Y = PM Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

Kimley»Horn



3030 LBJ FREEWAY
SUITE 1660
DALLAS, TEXAS 75234
972-248-3006 FAX 972-248-3855
LEE ENGINEERING

Assumed Directional Distribution

Figure 7

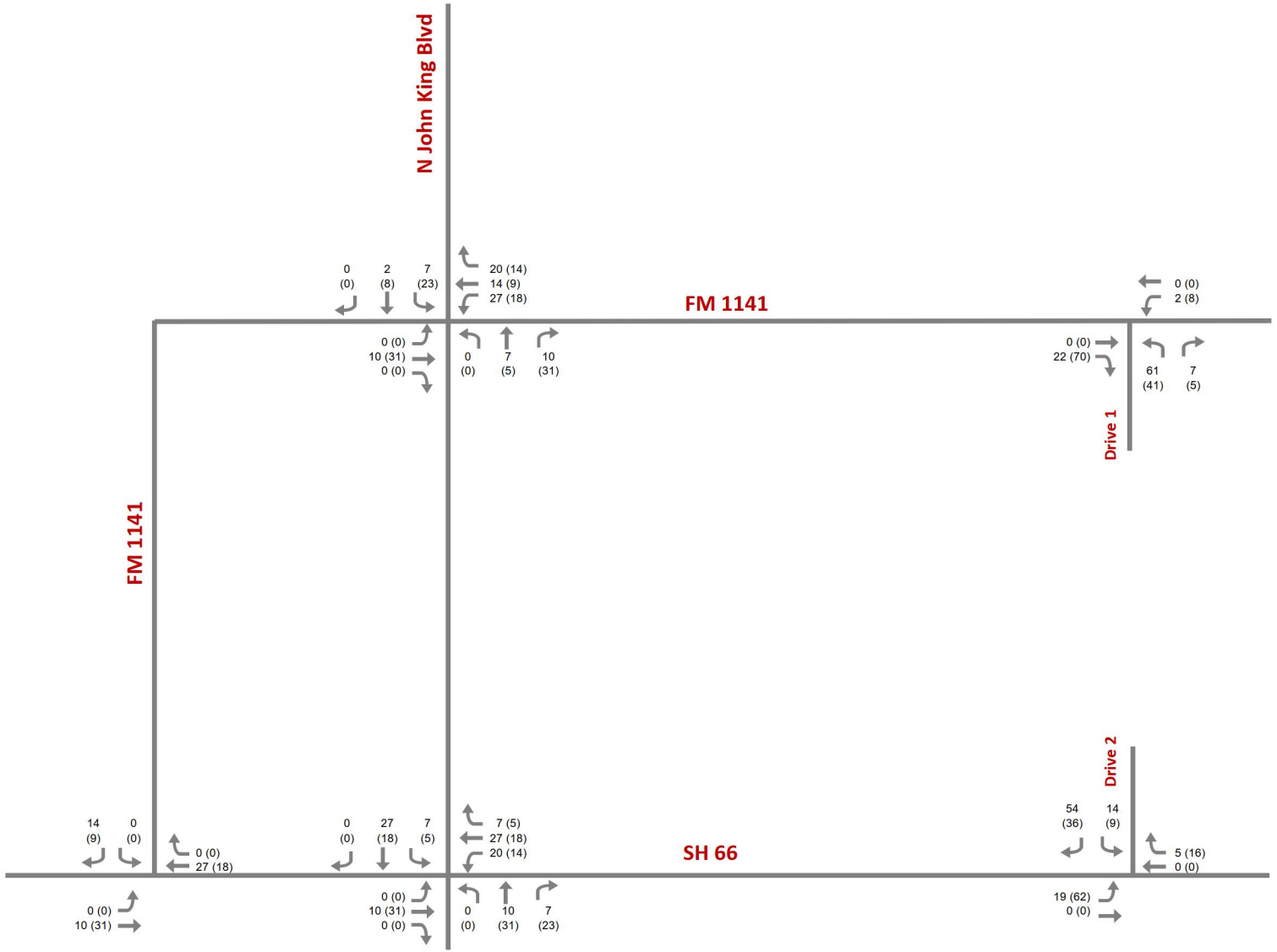


Exhibit 5

Trip Assignment

Terraces Development TIA

LEGEND:
X (Y)
X = AM Peak Hour Turning Movements
Y = PM Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

Kimley»Horn

5. Synchro™ Results

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	112	163	65	684	420	25
Future Volume (vph)	112	163	65	684	420	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.992	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3511	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3511	0
Link Speed (mph)	35			45	45	
Link Distance (ft)	2687			952	2063	
Travel Time (s)	52.3			14.4	31.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	123	179	71	752	462	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	179	71	752	489	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	112	163	65	684	420	25
Future Vol, veh/h	112	163	65	684	420	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	345	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	179	71	752	462	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	994	245	489	0	-	0
Stage 1	476	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	242	755	1070	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	226	755	1070	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1070	-	358	755	-	-
HCM Lane V/C Ratio	0.067	-	0.344	0.237	-	-
HCM Control Delay (s)	8.6	-	20.2	11.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	0.9	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	1	3	1	746	2	582	0
Future Volume (vph)	0	1	3	1	746	2	582	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400		0		0
Storage Lanes	1	0		1		0		0
Taper Length (ft)	25			150		25		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt	0.865							
Flt Protected				0.950				
Satd. Flow (prot)	1611	0	0	1770	3539	0	3539	0
Flt Permitted				0.950				
Satd. Flow (perm)	1611	0	0	1770	3539	0	3539	0
Link Speed (mph)	30				45		45	
Link Distance (ft)	304				922		952	
Travel Time (s)	6.9				14.0		14.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1	3	1	794	2	619	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1	0	0	4	794	0	621	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				12		12	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	16				16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	1	3	1	746	2	582	0
Future Vol, veh/h	0	1	3	1	746	2	582	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	400	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	3	1	794	2	619	0

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	1028	310	619	619	0	794	-	0
Stage 1	623	-	-	-	-	-	-	-
Stage 2	405	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	230	686	582	957	-	450	-	-
Stage 1	497	-	-	-	-	-	-	-
Stage 2	642	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	227	686	644	644	-	450	-	-
Mov Cap-2 Maneuver	227	-	-	-	-	-	-	-
Stage 1	494	-	-	-	-	-	-	-
Stage 2	638	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	644	-	686	-	-
HCM Lane V/C Ratio	0.007	-	0.002	-	-
HCM Control Delay (s)	10.6	-	10.3	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	183	151	105	1	331	615	0	0	330
Future Volume (vph)	0	0	0	183	151	105	1	331	615	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400		0		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	25			150				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	1770	3539	1583	0	1770	3539	0	0	5085
Flt Permitted				0.950				0.500				
Satd. Flow (perm)	0	0	0	1770	3539	1583	0	931	3539	0	0	5085
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						117						
Link Speed (mph)		55			55				45			45
Link Distance (ft)		2617			781				252			922
Travel Time (s)		32.4			9.7				3.8			14.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	189	156	108	1	341	634	0	0	340
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	189	156	108	0	342	634	0	0	340
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				1	2	1	1	1	2			2
Detector Template				Left	Thru	Right	Left	Left	Thru			Thru
Leading Detector (ft)				20	100	20	20	20	100			100
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				20	6	20	20	20	6			6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)					94				94			94
Detector 2 Size(ft)					6				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type				Split	NA	Perm	custom	D.P+P	NA			NA
Protected Phases				8	8			2 4	2 4 6			6
Permitted Phases						8	2 4	6				

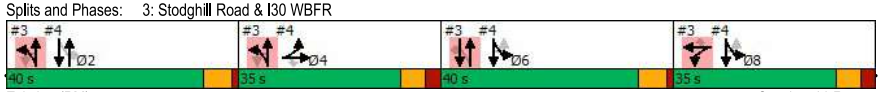
Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	286		
Future Volume (vph)	286		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	250		
Storage Lanes	1		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt	0.850		
Flt Protected			
Satd. Flow (prot)	1583		
Flt Permitted			
Satd. Flow (perm)	1583		
Right Turn on Red	Yes		
Satd. Flow (RTOR)	295		
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.97		
Adj. Flow (vph)	295		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	295		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors	1		
Detector Template	Right		
Leading Detector (ft)	20		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	20		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type	Perm		
Protected Phases		2	4
Permitted Phases	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase				8	8	8	2 4	2 4	2 4 6			6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0						15.0
Minimum Split (s)				13.9	13.9	13.9						21.1
Total Split (s)				35.0	35.0	35.0						40.0
Total Split (%)				23.3%	23.3%	23.3%						26.7%
Maximum Green (s)				28.1	28.1	28.1						33.9
Yellow Time (s)				4.3	4.3	4.3						5.0
All-Red Time (s)				2.6	2.6	2.6						1.1
Lost Time Adjust (s)				0.0	0.0	0.0						0.0
Total Lost Time (s)				6.9	6.9	6.9						6.1
Lead/Lag				Lag	Lag	Lag						Lead
Lead-Lag Optimize?				Yes	Yes	Yes						Yes
Vehicle Extension (s)				3.0	3.0	3.0						3.0
Recall Mode				None	None	None						None
Act Effct Green (s)				21.3	21.3	21.3		92.6	98.8			25.5
Actuated g/C Ratio				0.16	0.16	0.16		0.69	0.74			0.19
v/c Ratio				0.67	0.28	0.31		0.32	0.24			0.35
Control Delay				66.3	51.7	9.5		0.7	0.1			48.2
Queue Delay				0.0	0.0	0.0		0.5	0.4			0.0
Total Delay				66.3	51.7	9.5		1.2	0.5			48.2
LOS				E	D	A		A	A			D
Approach Delay					47.7				0.7			30.0
Approach LOS					D				A			C
Queue Length 50th (ft)				160	64	0		1	0			97
Queue Length 95th (ft)				256	104	47		m2	m0			134
Internal Link Dist (ft)		2537			701				172			842
Turn Bay Length (ft)				400		400						
Base Capacity (vph)				379	759	431		1054	2833			1316
Starvation Cap Reductn				0	0	0		353	1558			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.50	0.21	0.25		0.49	0.50			0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 133.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 20.0		Intersection LOS: C	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	SBR	Ø2	Ø4
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	15.0	15.0	7.0
Minimum Split (s)	21.1	21.1	13.9
Total Split (s)	40.0	40.0	35.0
Total Split (%)	26.7%	27%	23%
Maximum Green (s)	33.9	33.9	28.1
Yellow Time (s)	5.0	5.0	4.3
All-Red Time (s)	1.1	1.1	2.6
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.1		
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Act Effct Green (s)	25.5		
Actuated g/C Ratio	0.19		
v/c Ratio	0.55		
Control Delay	9.0		
Queue Delay	0.0		
Total Delay	9.0		
LOS	A		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	0		
Queue Length 95th (ft)	80		
Internal Link Dist (ft)			
Turn Bay Length (ft)	250		
Base Capacity (vph)	628		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.47		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	418	336	304	0	0	0	0	546	256	1	143	355
Future Volume (vph)	418	336	304	0	0	0	0	546	256	1	143	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200		0	
Storage Lanes	1		1	0		0	0		1		1	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.95	1.00	0.95
Frt			0.850						0.850			
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	0	1770	3539
Flt Permitted	0.950										0.309	
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	0	576	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			334						281			
Link Speed (mph)		55			55			45				45
Link Distance (ft)		4617			1679			707				252
Travel Time (s)		57.2			20.8			10.7				3.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	459	369	334	0	0	0	0	600	281	1	157	390
Shared Lane Traffic (%)												
Lane Group Flow (vph)	459	369	334	0	0	0	0	600	281	0	158	390
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			15				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	D.P+P	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8	2	

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.91		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

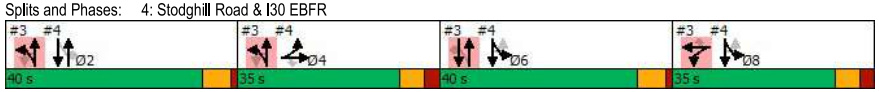
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.6	28.6	28.6					31.5	31.5		85.3	91.5
Actuated g/C Ratio	0.21	0.21	0.21					0.24	0.24		0.64	0.69
v/c Ratio	1.21	0.49	0.56					0.50	0.48		0.19	0.16
Control Delay	161.4	51.2	8.9					47.0	7.9		0.7	0.4
Queue Delay	0.0	0.0	0.0					0.0	0.0		0.3	0.6
Total Delay	161.4	51.2	8.9					47.0	7.9		1.0	1.0
LOS	F	D	A					D	A		A	A
Approach Delay		82.6						34.5				1.0
Approach LOS		F						C				A
Queue Length 50th (ft)	~513	155	0					168	0		1	1
Queue Length 95th (ft)	#818	230	91					233	78		2	2
Internal Link Dist (ft)		4537			1599			627				172
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	379	759	601					1316	618		920	2454
Starvation Cap Reductn	0	0	0					0	0		376	1644
Spillback Cap Reductn	0	0	0					0	0		0	0
Storage Cap Reductn	0	0	0					0	0		0	0
Reduced v/c Ratio	1.21	0.49	0.56					0.46	0.45		0.29	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 133.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 49.0		Intersection LOS: D	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		15.0	7.0
Minimum Split (s)		21.1	13.9
Total Split (s)		40.0	35.0
Total Split (%)		27%	23%
Maximum Green (s)		33.9	28.1
Yellow Time (s)		5.0	4.3
All-Red Time (s)		1.1	2.6
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	0	0	17	0	91	1	0	710	8	35	631
Future Volume (vph)	2	0	0	17	0	91	1	0	710	8	35	631
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		200		0	100	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt					0.887				0.998			
Flt Protected		0.950			0.992			0.950			0.950	
Satd. Flow (prot)	0	1770	0	0	1639	0	0	1770	3532	0	1770	3539
Flt Permitted		0.950			0.992			0.950			0.950	
Satd. Flow (perm)	0	1770	0	0	1639	0	0	1770	3532	0	1770	3539
Link Speed (mph)		30			35				45			45
Link Distance (ft)		618			749				1727			706
Travel Time (s)		14.0			14.6				26.2			10.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	0	0	19	0	100	1	0	780	9	38	693
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	119	0	0	1	789	0	38	693
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			15
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	9	60		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	0	0	17	0	91	1	0	710	8	35	631	0
Future Vol, veh/h	2	0	0	17	0	91	1	0	710	8	35	631	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	19	0	100	1	0	780	9	38	693	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1161	1560	347	1210	1556	395	693	693	0	0	789	0	0
Stage 1	769	769	-	787	787	-	-	-	-	-	-	-	-
Stage 2	392	791	-	423	769	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	150	111	649	138	112	604	522	898	-	-	827	-	0
Stage 1	360	409	-	351	401	-	-	-	-	-	-	-	0
Stage 2	604	399	-	579	409	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	121	106	649	133	107	604	522	522	-	-	827	-	-
Mov Cap-2 Maneuver	239	219	-	252	229	-	-	-	-	-	-	-	-
Stage 1	359	390	-	350	400	-	-	-	-	-	-	-	-
Stage 2	503	398	-	552	390	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.2	14.6	0	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	522	-	-	239	495	827	-
HCM Lane V/C Ratio	0.002	-	-	0.009	0.24	0.047	-
HCM Control Delay (s)	11.9	-	-	20.2	14.6	9.6	-
HCM Lane LOS	B	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.9	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	1	46	22	5	47	15	556	10	20	600	34
Future Volume (vph)	96	1	46	22	5	47	15	556	10	20	600	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.905			0.997			0.992	
Flt Protected		0.967			0.986		0.950			0.950		
Satd. Flow (prot)	0	3258	0	0	3158	0	1770	3529	0	1770	3511	0
Flt Permitted		0.967			0.986		0.950			0.950		
Satd. Flow (perm)	0	3258	0	0	3158	0	1770	3529	0	1770	3511	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		607			549			1499			1727	
Travel Time (s)		13.8			12.5			22.7			26.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	107	1	51	24	6	52	17	618	11	22	667	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	82	0	17	629	0	22	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1	46	22	5	47	15	556	10	20	600	34
Future Vol, veh/h	96	1	46	22	5	47	15	556	10	20	600	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	107	1	51	24	6	52	17	618	11	22	667	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1076	1393	353	1036	1407	315	705	0	0	629	0	0
Stage 1	730	730	-	658	658	-	-	-	-	-	-	-
Stage 2	346	663	-	378	749	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	174	141	643	186	138	681	889	-	-	949	-	-
Stage 1	380	426	-	420	459	-	-	-	-	-	-	-
Stage 2	643	457	-	616	417	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	153	135	643	165	132	681	889	-	-	949	-	-
Mov Cap-2 Maneuver	269	254	-	286	251	-	-	-	-	-	-	-
Stage 1	373	416	-	412	450	-	-	-	-	-	-	-
Stage 2	575	448	-	552	407	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	13.9	0.2	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	889	-	-	269	633	282	627	949	-	-
HCM Lane V/C Ratio	0.019	-	-	0.399	0.082	0.097	0.088	0.023	-	-
HCM Control Delay (s)	9.1	-	-	27	11.2	19.1	11.3	8.9	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	0.3	0.3	0.3	0.1	-	-

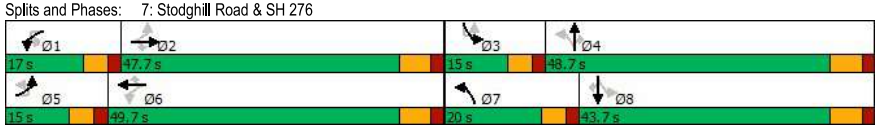
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	72	598	128	13	86	430	269	78	256	77	8
Future Volume (vph)	1	72	598	128	13	86	430	269	78	256	77	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		0		320		320	340		340	
Storage Lanes		1		1		1		1	1		1	
Taper Length (ft)		50				50			100			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0
Flt Permitted		0.453				0.277			0.488			
Satd. Flow (perm)	0	844	3539	1583	0	516	3539	1583	909	3539	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				133				280			127	
Link Speed (mph)			50				50			45		
Link Distance (ft)			997				1087			787		
Travel Time (s)			13.6				14.8			11.9		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	75	623	133	14	90	448	280	81	267	80	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	623	133	0	104	448	280	81	267	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA
Median Width(ft)			15				15			15		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	9
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom
Protected Phases		5	2			1	6		7	4		
Permitted Phases	5	2		2	1	6		6	4		4	3

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	315	273	70
Future Volume (vph)	315	273	70
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		0
Storage Lanes	1		1
Taper Length (ft)	50		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1770	1863	1583
Flt Permitted	0.555		
Satd. Flow (perm)	1034	1863	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			127
Link Speed (mph)		45	
Link Distance (ft)		1499	
Travel Time (s)		22.7	
Peak Hour Factor	0.96	0.96	0.96
Adj. Flow (vph)	328	284	73
Shared Lane Traffic (%)			
Lane Group Flow (vph)	336	284	73
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		15	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	Perm
Protected Phases	3	8	
Permitted Phases	8		8

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Detector Phase	5	5	2	2	1	1	6	6	7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6
Total Split (s)	15.0	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0
Total Split (%)	11.7%	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%
Maximum Green (s)	9.4	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4
Yellow Time (s)	3.6	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max	Max	None	Max	Max	None
Walk Time (s)			11.0	11.0			10.0	10.0		11.0	11.0	
Flash Dont Walk (s)			30.0	30.0			33.0	33.0		31.0	31.0	
Pedestrian Calls (#/hr)			0	0			0	0		0	0	
Act Effct Green (s)		50.8	41.5	41.5		54.4	45.2	45.2	51.9	42.0	42.0	
Actuated g/C Ratio		0.40	0.33	0.33		0.43	0.36	0.36	0.41	0.33	0.33	
v/c Ratio		0.19	0.54	0.22		0.33	0.36	0.38	0.19	0.23	0.13	
Control Delay		21.2	37.3	6.0		23.1	32.1	5.0	21.3	31.6	1.5	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		21.2	37.3	6.0		23.1	32.1	5.0	21.3	31.6	1.5	
LOS		C	D	A		C	C	A	C	C	A	
Approach Delay			30.8				21.8			24.0		
Approach LOS			C				C			C		
Queue Length 50th (ft)		35	220	0		49	147	0	37	84	0	
Queue Length 95th (ft)		65	286	46		85	196	61	69	120	8	
Internal Link Dist (ft)			917				1007			707		
Turn Bay Length (ft)		420				320		320	340		340	
Base Capacity (vph)		413	1155	606		337	1258	743	509	1170	608	
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	
Reduced v/c Ratio		0.18	0.54	0.22		0.31	0.36	0.38	0.16	0.23	0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 128.4			
Actuated Cycle Length: 127			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 27.3		Intersection LOS: C	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Stodghill Road & SH 276



Lane Group	SBL	SBT	SBR
Detector Phase	3	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.6	43.7	43.7
Total Split (s)	15.0	43.7	43.7
Total Split (%)	11.7%	34.0%	34.0%
Maximum Green (s)	9.4	37.0	37.0
Yellow Time (s)	3.6	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.7	6.7
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	Max	Max
Walk Time (s)		8.0	8.0
Flash Dont Walk (s)		29.0	29.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	53.6	45.0	45.0
Actuated g/C Ratio	0.42	0.35	0.35
v/c Ratio	0.69	0.43	0.11
Control Delay	35.4	35.5	0.7
Queue Delay	0.0	0.0	0.0
Total Delay	35.4	35.5	0.7
LOS	D	D	A
Approach Delay		31.8	
Approach LOS		C	
Queue Length 50th (ft)	183	184	0
Queue Length 95th (ft)	266	281	3
Internal Link Dist (ft)		1419	
Turn Bay Length (ft)	150		
Base Capacity (vph)	490	660	643
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.69	0.43	0.11

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1627	2	0	2
Future Volume (vph)	0	0	1627	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	2617		462	
Travel Time (s)		24.9	32.4		9.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	1892	2	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1894	0	0	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 55.0% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1627	2	0	2
Future Vol, veh/h	0	0	1627	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1892	2	0	2

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	947
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	262
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	262
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	18.9
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	262
HCM Lane V/C Ratio	-	-	0.009
HCM Control Delay (s)	-	-	18.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

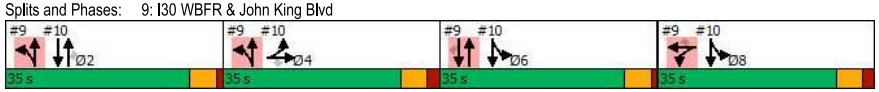
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	106	395	199	353	686	0	0	588	285
Future Volume (vph)	0	0	0	106	395	199	353	686	0	0	588	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.990		0.950	0.994				
Satd. Flow (prot)	0	0	0	0	3504	1583	1522	4777	0	0	6408	1583
Flt Permitted					0.990		0.950	0.742				
Satd. Flow (perm)	0	0	0	0	3504	1583	1522	3566	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						216						283
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	115	429	216	384	746	0	0	639	310
Shared Lane Traffic (%)							29%					
Lane Group Flow (vph)	0	0	0	0	544	216	273	857	0	0	639	310
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				35.0	35.0	35.0					35.0	35.0
Total Split (%)				25.0%	25.0%	25.0%					25.0%	25.0%
Maximum Green (s)				28.7	28.7	28.7					29.6	29.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					27.7	27.7	64.6	94.2			29.6	29.6
Actuated g/C Ratio					0.20	0.20	0.46	0.68			0.21	0.21
v/c Ratio					0.78	0.44	0.39	0.33			0.47	0.55
Control Delay					61.4	8.8	6.2	0.8			49.3	11.4
Queue Delay					0.0	0.0	1.1	0.2			0.0	0.0
Total Delay					61.4	8.8	7.4	1.0			49.3	11.4
LOS					E	A	A	A			D	B
Approach Delay					46.5			2.5			36.9	
Approach LOS					D			A			D	
Queue Length 50th (ft)					247	0	24	2			149	20
Queue Length 95th (ft)					315	70	m29	m2			183	109
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					723	498	707	2596			1364	559
Starvation Cap Reductn					0	0	240	766			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.75	0.43	0.58	0.47			0.47	0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 139			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 25.8		Intersection LOS: C	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: I30 WBFR & John King Blvd

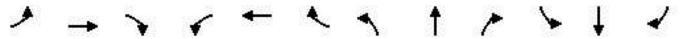


Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	377	389	419	0	0	0	0	660	69	265	429	0
Future Volume (vph)	377	389	419	0	0	0	0	660	69	265	429	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	2		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.976								0.950		
Satd. Flow (prot)	0	3454	1583	0	0	0	0	6408	1583	3433	3539	0
Flt Permitted		0.976								0.950		
Satd. Flow (perm)	0	3454	1583	0	0	0	0	6408	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			441						117			
Link Speed (mph)		55			30			45			30	
Link Distance (ft)		1172			4617			935			266	
Travel Time (s)		14.5			104.9			14.2			6.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	397	409	441	0	0	0	0	695	73	279	452	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	806	441	0	0	0	0	695	73	279	452	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2			

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	35.0	35.0	35.0					35.0	35.0			
Total Split (%)	25.0%	25.0%	25.0%					25.0%	25.0%			
Maximum Green (s)	28.7	28.7	28.7					29.6	29.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		28.7	28.7					29.6	29.6	63.6	98.6	
Actuated g/C Ratio		0.21	0.21					0.21	0.21	0.46	0.71	
v/c Ratio		1.13	0.65					0.51	0.17	0.18	0.18	
Control Delay		124.8	9.1					50.0	2.3	1.0	0.6	
Queue Delay		0.0	0.0					0.0	0.0	0.3	0.4	
Total Delay		124.8	9.1					50.0	2.3	1.3	1.0	
LOS		F	A					D	A	A	A	
Approach Delay		83.9						45.4			1.1	
Approach LOS		F						D			A	
Queue Length 50th (ft)		~449	0					164	0	1	7	
Queue Length 95th (ft)		#581	99					199	10	m4	11	
Internal Link Dist (ft)		1092			4537			855			186	
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		713	677					1364	428	1595	2507	
Starvation Cap Reductn		0	0					0	0	829	1526	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		1.13	0.65					0.51	0.17	0.36	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 139			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 51.1		Intersection LOS: D	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

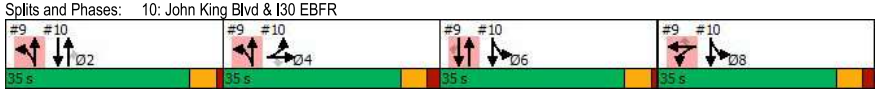
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: John King Blvd & I30 EBFR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	175	148	19	60	25	98	367	75	34	311	51
Future Volume (vph)	75	175	148	19	60	25	98	367	75	34	311	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	100		100
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.944			0.964				0.850			0.850
Flt Protected		0.991			0.991		0.950			0.950		
Satd. Flow (prot)	0	3311	0	0	3381	0	1770	1863	1583	1770	1863	1583
Flt Permitted		0.991			0.991		0.950			0.950		
Satd. Flow (perm)	0	3311	0	0	3381	0	1770	1863	1583	1770	1863	1583
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		972			2394			3337			865	
Travel Time (s)		18.9			46.6			50.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	186	157	20	64	27	104	390	80	36	331	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	423	0	0	111	0	104	390	80	36	331	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	29.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	175	148	19	60	25	98	367	75	34	311	51
Future Vol, veh/h	75	175	148	19	60	25	98	367	75	34	311	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	186	157	20	64	27	104	390	80	36	331	54
Number of Lanes	0	2	0	0	2	0	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	19.8	14	38.3	31.6
HCM LOS	C	B	E	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	46%	0%	39%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	54%	37%	61%	55%	0%	100%	0%
Vol Right, %	0%	0%	100%	0%	63%	0%	45%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	367	75	163	236	49	55	34	311	51
LT Vol	98	0	0	75	0	19	0	34	0	0
Through Vol	0	367	0	88	88	30	30	0	311	0
RT Vol	0	0	75	0	148	0	25	0	0	51
Lane Flow Rate	104	390	80	173	251	52	59	36	331	54
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.254	0.896	0.167	0.424	0.567	0.143	0.152	0.092	0.79	0.119
Departure Headway (Hd)	8.775	8.26	7.539	8.821	8.142	9.895	9.371	9.114	8.598	7.875
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	410	437	476	408	443	362	383	394	420	455
Service Time	6.522	6.007	5.285	6.568	5.888	7.66	7.135	6.864	6.347	5.624
HCM Lane V/C Ratio	0.254	0.892	0.168	0.424	0.567	0.144	0.154	0.091	0.788	0.119
HCM Control Delay	14.5	50	11.8	17.9	21.1	14.3	13.8	12.8	36.9	11.7
HCM Lane LOS	B	E	B	C	C	B	B	B	E	B
HCM 95th-tile Q	1	9.6	0.6	2.1	3.4	0.5	0.5	0.3	6.9	0.4

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	66	46	40	396	1	313	22
Future Volume (vph)	66	46	40	396	1	313	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345		0		0
Storage Lanes	1	1	1		0		0
Taper Length (ft)	25		100		25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95
Frt		0.850				0.990	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1583	1770	3539	0	3504	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	1583	1770	3539	0	3504	0
Link Speed (mph)	35			45		45	
Link Distance (ft)	2687			952		2063	
Travel Time (s)	52.3			14.4		31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	68	47	41	408	1	323	23
Shared Lane Traffic (%)							
Lane Group Flow (vph)	68	47	41	408	0	347	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	66	46	40	396	1	313	22
Future Vol, veh/h	66	46	40	396	1	313	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	345	-	-	-	-
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	68	47	41	408	1	323	23

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	623	173	346	0	408	-	0
Stage 1	337	-	-	-	-	-	-
Stage 2	286	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	418	840	1210	-	792	-	-
Stage 1	695	-	-	-	-	-	-
Stage 2	737	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	403	840	1210	-	792	-	-
Mov Cap-2 Maneuver	503	-	-	-	-	-	-
Stage 1	671	-	-	-	-	-	-
Stage 2	736	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1210	-	503	840	-	-
HCM Lane V/C Ratio	0.034	-	0.135	0.056	-	-
HCM Control Delay (s)	8.1	-	13.3	9.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	445	357	2
Future Volume (vph)	1	1	1	445	357	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	400			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		150			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.932				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1694	0	1770	3539	3536	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1694	0	1770	3539	3536	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	304			922	952	
Travel Time (s)	6.9			14.0	14.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	1	1	464	372	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	1	464	374	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	445	357	2
Future Vol, veh/h	1	1	1	445	357	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	400	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	464	372	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	607	187	374	0	-	0
Stage 1	373	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	428	823	1181	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	428	823	1181	-	-	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1181	-	563	-	-
HCM Lane V/C Ratio	0.001	-	0.004	-	-
HCM Control Delay (s)	8.1	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

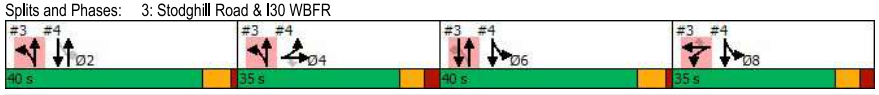
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	147	235	100	269	349	0	0	157	196
Future Volume (vph)	0	0	0	147	235	100	269	349	0	0	157	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	5085	1583
Flt Permitted				0.950			0.642					
Satd. Flow (perm)	0	0	0	1770	3539	1583	1196	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117						209
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2617			781			252			922	
Travel Time (s)		32.4			9.7			3.8			14.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	156	250	106	286	371	0	0	167	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	156	250	106	286	371	0	0	167	209
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8	6					6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					15.0	15.0
Minimum Split (s)				13.9	13.9	13.9					21.1	21.1
Total Split (s)				35.0	35.0	35.0					40.0	40.0
Total Split (%)				23.3%	23.3%	23.3%					26.7%	26.7%
Maximum Green (s)				28.1	28.1	28.1					33.9	33.9
Yellow Time (s)				4.3	4.3	4.3					5.0	5.0
All-Red Time (s)				2.6	2.6	2.6					1.1	1.1
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.9	6.9	6.9					6.1	6.1
Lead/Lag				Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Act Effct Green (s)				16.7	16.7	16.7	68.0	74.3			16.6	16.6
Actuated g/C Ratio				0.16	0.16	0.16	0.65	0.71			0.16	0.16
v/c Ratio				0.55	0.44	0.30	0.27	0.15			0.21	0.49
Control Delay				50.2	43.5	8.8	1.4	0.3			42.5	10.7
Queue Delay				0.0	0.0	0.0	0.2	0.1			0.0	0.0
Total Delay				50.2	43.5	8.8	1.7	0.4			42.5	10.7
LOS				D	D	A	A	A			D	B
Approach Delay					38.4			0.9			24.8	
Approach LOS					D			A			C	
Queue Length 50th (ft)				96	79	0	4	1			36	0
Queue Length 95th (ft)				194	143	42	27	2			71	72
Internal Link Dist (ft)		2537			701			172			842	
Turn Bay Length (ft)				400		400						250
Base Capacity (vph)				492	985	525	1121	3095			1708	670
Starvation Cap Reductn				0	0	0	330	1609			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.32	0.25	0.20	0.36	0.25			0.10	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 104.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 19.2		Intersection LOS: B	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

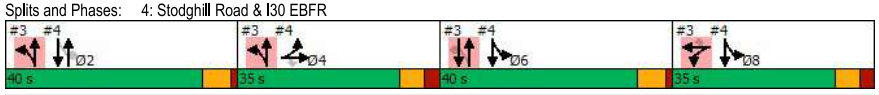
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	183	261	0	0	0	0	377	106	52	252	0
Future Volume (vph)	240	183	261	0	0	0	0	377	106	52	252	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	1770	3539	0
Flt Permitted	0.950									0.489		
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	911	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			269						123			
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		4617			1679			707			252	
Travel Time (s)		57.2			20.8			10.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	247	189	269	0	0	0	0	389	109	54	260	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	247	189	269	0	0	0	0	389	109	54	260	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2	2		

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	23.1	23.1	23.1					21.1	21.1	61.5	67.8	
Actuated g/C Ratio	0.22	0.22	0.22					0.20	0.20	0.59	0.65	
v/c Ratio	0.63	0.24	0.48					0.38	0.26	0.06	0.11	
Control Delay	47.1	36.5	8.0					38.3	7.0	0.2	0.2	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.1	
Total Delay	47.1	36.5	8.0					38.3	7.0	0.2	0.3	
LOS	D	D	A					D	A	A	A	
Approach Delay		29.3						31.4			0.3	
Approach LOS		C						C			A	
Queue Length 50th (ft)	142	52	0					82	0	1	0	
Queue Length 95th (ft)	300	111	76					137	38	1	0	
Internal Link Dist (ft)		4537			1599			627			172	
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	492	985	634					1708	613	1018	2743	
Starvation Cap Reductn	0	0	0					0	0	0	1553	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.50	0.19	0.42					0.23	0.18	0.05	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 104.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 24.0		Intersection LOS: C	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	1	3	0	19	0	456	3	1	6	482
Future Volume (vph)	0	0	1	3	0	19	0	456	3	1	6	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0		100	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.883			0.999				0.999
Flt Protected					0.994						0.950	
Satd. Flow (prot)	0	1611	0	0	1635	0	1863	3536	0	0	1770	3536
Flt Permitted					0.994						0.950	
Satd. Flow (perm)	0	1611	0	0	1635	0	1863	3536	0	0	1770	3536
Link Speed (mph)		30			30			45				45
Link Distance (ft)		618			749			1727				706
Travel Time (s)		14.0			17.0			26.2				10.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1	3	0	20	0	475	3	1	6	502
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	23	0	0	478	0	0	7	504
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		0			0			30				15
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.1%	ICU Level of Service A	
Analysis Period (min)	15		

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	3	0	19	0	456	3	1	6	482	2
Future Vol, veh/h	0	0	1	3	0	19	0	456	3	1	6	482	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	3	0	20	0	475	3	1	6	502	2

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	755	995	252	742	995	239	504	0	0	478	478	0	0
Stage 1	517	517	-	477	477	-	-	-	-	-	-	-	-
Stage 2	238	478	-	265	518	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	298	243	748	304	243	762	1057	-	-	715	1081	-	-
Stage 1	509	532	-	538	554	-	-	-	-	-	-	-	-
Stage 2	744	554	-	717	531	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	289	241	748	302	241	762	1057	-	-	1002	1002	-	-
Mov Cap-2 Maneuver	397	355	-	412	356	-	-	-	-	-	-	-	-
Stage 1	509	528	-	538	554	-	-	-	-	-	-	-	-
Stage 2	725	554	-	711	527	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	10.5	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1057	-	-	748	683	1002	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.034	0.007	-	-
HCM Control Delay (s)	0	-	-	9.8	10.5	8.6	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	3	0	7	8	2	2	1	2	453	2	1	12
Future Volume (vph)	3	0	7	8	2	2	1	2	453	2	1	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0		200
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				50				50
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.895			0.975				0.999			
Flt Protected		0.985			0.968			0.950				0.950
Satd. Flow (prot)	0	3120	0	0	3340	0	0	1770	3536	0	0	1770
Flt Permitted		0.985			0.968			0.950				0.950
Satd. Flow (perm)	0	3120	0	0	3340	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		607			549				1499			
Travel Time (s)		13.8			12.5				22.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	0	7	8	2	2	1	2	472	2	1	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	12	0	0	3	474	0	0	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		15			15				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	464	9
Future Volume (vph)	464	9
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3529	0
Flt Permitted		
Satd. Flow (perm)	3529	0
Link Speed (mph)	45	
Link Distance (ft)	1727	
Travel Time (s)	26.2	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	483	9
Shared Lane Traffic (%)		
Lane Group Flow (vph)	492	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	0	7	8	2	2	1	2	453	2	1	12	464	9
Future Vol, veh/h	3	0	7	8	2	2	1	2	453	2	1	12	464	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	7	8	2	2	1	2	472	2	1	13	483	9

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	759	996	246	749	999	237	493	492	0	0	474	474	0	0
Stage 1	516	516	-	479	479	-	-	-	-	-	-	-	-	-
Stage 2	243	480	-	270	520	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	296	243	754	300	242	764	699	1068	-	-	719	1084	-	-
Stage 1	510	533	-	537	553	-	-	-	-	-	-	-	-	-
Stage 2	739	553	-	713	530	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	290	239	754	293	238	764	905	905	-	-	1043	1043	-	-
Mov Cap-2 Maneuver	397	352	-	405	353	-	-	-	-	-	-	-	-	-
Stage 1	508	526	-	535	551	-	-	-	-	-	-	-	-	-
Stage 2	732	551	-	697	523	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	13.6	0.1	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	397	754	398	550	1043	-	-
HCM Lane V/C Ratio	0.003	-	-	0.008	0.01	0.024	0.006	0.013	-	-
HCM Control Delay (s)	9	-	-	14.1	9.8	14.3	11.6	8.5	-	-
HCM Lane LOS	A	-	-	B	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0	0	-	-

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	53	364	57	19	57	507	234	59	163	43	7	230
Future Volume (vph)	53	364	57	19	57	507	234	59	163	43	7	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	420		0		320		320	340		340		150
Storage Lanes	1		1		1		1	1		1		1
Taper Length (ft)	50				50			100				50
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0	1770
Flt Permitted	0.373				0.469			0.639				0.607
Satd. Flow (perm)	695	3539	1583	0	874	3539	1583	1190	3539	1583	0	1131
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			127				244			127		
Link Speed (mph)		50				50			45			
Link Distance (ft)		997				1087			787			
Travel Time (s)		13.6				14.8			11.9			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	55	379	59	20	59	528	244	61	170	45	7	240
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	379	59	0	79	528	244	61	170	45	0	247
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		15				15			15			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt
Protected Phases	5	2			1	6		7	4			3
Permitted Phases	2		2	1	6		6	4		4	3	8

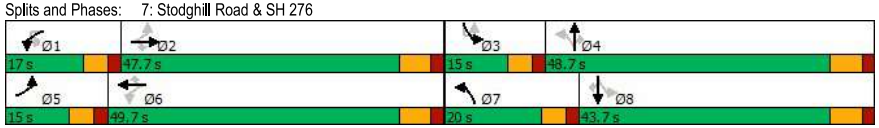
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	180	85
Future Volume (vph)	180	85
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		127
Link Speed (mph)	45	
Link Distance (ft)	1499	
Travel Time (s)	22.7	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	188	89
Shared Lane Traffic (%)		
Lane Group Flow (vph)	188	89
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	15	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Detector Phase	5	2	2	1	1	6	6	7	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6	10.6
Total Split (s)	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0	15.0
Total Split (%)	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%	11.7%
Maximum Green (s)	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4	9.4
Yellow Time (s)	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7		5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max	Max	None	Max	Max	None	None
Walk Time (s)		11.0	11.0			10.0	10.0		11.0	11.0		
Flash Dont Walk (s)		30.0	30.0			33.0	33.0		31.0	31.0		
Pedestrian Calls (#/hr)		0	0			0	0		0	0		
Act Effct Green (s)	49.6	42.1	42.1		51.5	43.1	43.1	51.1	42.1	42.1		54.5
Actuated g/C Ratio	0.40	0.34	0.34		0.41	0.35	0.35	0.41	0.34	0.34		0.44
v/c Ratio	0.16	0.32	0.10		0.19	0.43	0.35	0.12	0.14	0.07		0.45
Control Delay	20.9	32.2	0.3		21.1	33.2	5.1	20.3	29.9	0.2		25.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	20.9	32.2	0.3		21.1	33.2	5.1	20.3	29.9	0.2		25.8
LOS	C	C	A		C	C	A	C	C	A		C
Approach Delay		27.2				24.0			23.0			
Approach LOS		C				C			C			
Queue Length 50th (ft)	25	122	0		36	176	0	28	51	0		125
Queue Length 95th (ft)	51	170	0		67	233	58	56	81	0		192
Internal Link Dist (ft)		917				1007			707			
Turn Bay Length (ft)	420				320		320	340		340		150
Base Capacity (vph)	364	1198	619		455	1226	707	618	1197	619		544
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0		0
Reduced v/c Ratio	0.15	0.32	0.10		0.17	0.43	0.35	0.10	0.14	0.07		0.45

Intersection Summary

Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 124.4
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 24.6 Intersection LOS: C
Intersection Capacity Utilization 56.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Stodghill Road & SH 276



Lane Group	SBT	SBR
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	43.7	43.7
Total Split (s)	43.7	43.7
Total Split (%)	34.0%	34.0%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.7	4.7
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	8.0	8.0
Flash Dont Walk (s)	29.0	29.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	46.1	46.1
Actuated g/C Ratio	0.37	0.37
v/c Ratio	0.27	0.13
Control Delay	31.4	2.2
Queue Delay	0.0	0.0
Total Delay	31.4	2.2
LOS	C	A
Approach Delay	23.8	
Approach LOS	C	
Queue Length 50th (ft)	112	0
Queue Length 95th (ft)	183	16
Internal Link Dist (ft)	1419	
Turn Bay Length (ft)		
Base Capacity (vph)	690	666
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.27	0.13

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1710	9	0	5
Future Volume (vph)	0	0	1710	9	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3536	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3536	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	2617		462	
Travel Time (s)		24.9	32.4		9.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	1879	10	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1889	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 57.6% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1710	9	0	5
Future Vol, veh/h	0	0	1710	9	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1879	10	0	5

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	945
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	263
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	263
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	19
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	263
HCM Lane V/C Ratio	-	-	0.021
HCM Control Delay (s)	-	-	19
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	109	502	164	232	517	0	0	491	307
Future Volume (vph)	0	0	0	109	502	164	232	517	0	0	491	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.991		0.950	0.996				
Satd. Flow (prot)	0	0	0	0	3507	1583	1522	4787	0	0	6408	1583
Flt Permitted					0.991		0.950	0.892				
Satd. Flow (perm)	0	0	0	0	3507	1583	1522	4287	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						173						323
Link Speed (mph)		55			30			30			30	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	115	528	173	244	544	0	0	517	323
Shared Lane Traffic (%)							22%					
Lane Group Flow (vph)	0	0	0	0	643	173	190	598	0	0	517	323
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				35.0	35.0	35.0					35.0	35.0
Total Split (%)				25.0%	25.0%	25.0%					25.0%	25.0%
Maximum Green (s)				28.7	28.7	28.7					29.6	29.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					28.4	28.4	63.6	91.6			28.0	28.0
Actuated g/C Ratio					0.21	0.21	0.46	0.67			0.20	0.20
v/c Ratio					0.89	0.37	0.27	0.22			0.39	0.56
Control Delay					68.4	8.8	3.5	0.4			48.2	8.7
Queue Delay					0.0	0.0	0.7	0.1			0.0	0.0
Total Delay					68.4	8.8	4.2	0.5			48.2	8.7
LOS					E	A	A	A			D	A
Approach Delay					55.8			1.4			33.0	
Approach LOS					E			A			C	
Queue Length 50th (ft)					303	0	5	1			118	0
Queue Length 95th (ft)					#408	63	m20	1			148	84
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					735	469	718	2797			1385	595
Starvation Cap Reductn					0	0	285	944			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.87	0.37	0.44	0.32			0.37	0.54

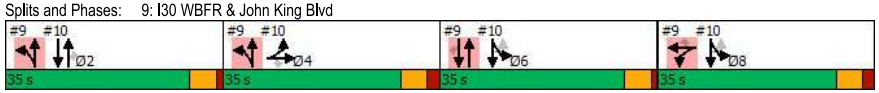
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 137.1			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 30.4		Intersection LOS: C	
Intersection Capacity Utilization 45.8%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	315	187	243	0	0	0	0	425	87	1	203	397
Future Volume (vph)	315	187	243	0	0	0	0	425	87	1	203	397
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150		0	
Storage Lanes	0		1	0		0	0		1		2	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.95	0.97	0.95
Frt			0.850						0.850			
Flt Protected		0.970									0.950	
Satd. Flow (prot)	0	3433	1583	0	0	0	0	6408	1583	0	3433	3539
Flt Permitted		0.970									0.474	
Satd. Flow (perm)	0	3433	1583	0	0	0	0	6408	1583	0	1713	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			253						117			
Link Speed (mph)		55			30			30				30
Link Distance (ft)		1172			4617			935				266
Travel Time (s)		14.5			104.9			21.3				6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	328	195	253	0	0	0	0	443	91	1	211	414
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	523	253	0	0	0	0	443	91	0	212	414
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	Prot	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8		

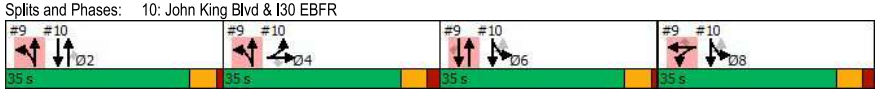
Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	35.0	35.0	35.0					35.0	35.0			
Total Split (%)	25.0%	25.0%	25.0%					25.0%	25.0%			
Maximum Green (s)	28.7	28.7	28.7					29.6	29.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		27.6	27.6					29.7	29.7		62.7	97.8
Actuated g/C Ratio		0.20	0.20					0.22	0.22		0.46	0.71
v/c Ratio		0.92dl	0.49					0.32	0.21		0.27	0.16
Control Delay		59.7	8.7					46.5	4.7		3.5	0.8
Queue Delay		0.0	0.0					0.0	0.0		0.0	0.4
Total Delay		59.7	8.7					46.5	4.7		3.5	1.3
LOS		E	A					D	A		A	A
Approach Delay		43.1						39.4				2.0
Approach LOS		D						D				A
Queue Length 50th (ft)		237	0					100	0		8	11
Queue Length 95th (ft)		304	74					128	28		m21	m16
Internal Link Dist (ft)		1092			4537			855				186
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		719	531					1385	433		788	2502
Starvation Cap Reductn		0	0					0	0		0	1578
Spillback Cap Reductn		0	0					0	0		0	0
Storage Cap Reductn		0	0					0	0		0	0
Reduced v/c Ratio		0.73	0.48					0.32	0.21		0.27	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 137.1			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 28.8		Intersection LOS: C	
Intersection Capacity Utilization 45.8%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		10.0	7.0
Minimum Split (s)		22.5	47.3
Total Split (s)		35.0	35.0
Total Split (%)		25%	25%
Maximum Green (s)		29.6	28.7
Yellow Time (s)		4.3	4.3
All-Red Time (s)		1.1	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	36.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	55	77	173	21	29	19	1	86	284	27	19	284
Future Volume (vph)	55	77	173	21	29	19	1	86	284	27	19	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		200	100	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.915			0.959					0.850		
Flt Protected		0.991			0.985			0.950			0.950	
Satd. Flow (prot)	0	3209	0	0	3343	0	0	1770	1863	1583	1770	1863
Flt Permitted		0.991			0.985			0.950			0.950	
Satd. Flow (perm)	0	3209	0	0	3343	0	0	1770	1863	1583	1770	1863
Link Speed (mph)		30			30				30			30
Link Distance (ft)		972			2394				3337			865
Travel Time (s)		22.1			54.4				75.8			19.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	59	82	184	22	31	20	1	91	302	29	20	302
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	325	0	0	73	0	0	92	302	29	20	302
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			30
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Sign Control		Stop			Stop				Stop			Stop

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.7% ICU Level of Service A
Analysis Period (min) 15

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	29
Future Volume (vph)	29
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	31
Shared Lane Traffic (%)	
Lane Group Flow (vph)	31
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Intersection Delay, s/veh	16.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	55	77	173	21	29	19	1	86	284	27	19	284
Future Vol, veh/h	55	77	173	21	29	19	1	86	284	27	19	284
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	82	184	22	31	20	1	91	302	29	20	302
Number of Lanes	0	2	0	0	2	0	0	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay	13.9	11.6	17.4	19
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	59%	0%	59%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	41%	18%	41%	43%	0%	100%	0%
Vol Right, %	0%	0%	100%	0%	82%	0%	57%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	284	27	94	212	36	34	19	284	29
LT Vol	87	0	0	55	0	21	0	19	0	0
Through Vol	0	284	0	39	39	15	15	0	284	0
RT Vol	0	0	27	0	173	0	19	0	0	29
Lane Flow Rate	93	302	29	99	225	38	36	20	302	31
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.195	0.594	0.051	0.212	0.424	0.088	0.076	0.043	0.606	0.056
Departure Headway (Hd)	7.59	7.081	6.368	7.662	6.791	8.4	7.698	7.727	7.218	6.504
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	473	511	562	468	531	426	465	464	502	550
Service Time	5.333	4.823	4.109	5.406	4.534	6.157	5.455	5.47	4.96	4.247
HCM Lane V/C Ratio	0.197	0.591	0.052	0.212	0.424	0.089	0.077	0.043	0.602	0.056
HCM Control Delay	12.2	19.7	9.5	12.5	14.5	12	11.1	10.8	20.5	9.6
HCM Lane LOS	B	C	A	B	B	B	B	B	C	A
HCM 95th-tile Q	0.7	3.8	0.2	0.8	2.1	0.3	0.2	0.1	4	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	29
Future Vol, veh/h	29
Peak Hour Factor	0.94
Heavy Vehicles, %	2
Mvmt Flow	31
Number of Lanes	1

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	114	166	66	698	428	26
Future Volume (vph)	114	166	66	698	428	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.991	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3507	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3507	0
Link Speed (mph)	35			45	45	
Link Distance (ft)	2687			952	2063	
Travel Time (s)	52.3			14.4	31.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	125	182	73	767	470	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	182	73	767	499	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	114	166	66	698	428	26
Future Vol, veh/h	114	166	66	698	428	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	345	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	182	73	767	470	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1015	250	499	0	-	0
Stage 1	485	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	234	750	1061	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	218	750	1061	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1061	-	350	750	-	-
HCM Lane V/C Ratio	0.068	-	0.358	0.243	-	-
HCM Control Delay (s)	8.6	-	20.9	11.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.6	1	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	1	3	1	763	2	595	0
Future Volume (vph)	0	1	3	1	763	2	595	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400		0		0
Storage Lanes	1	0		1		0		0
Taper Length (ft)	25			150		25		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt	0.865							
Flt Protected				0.950				
Satd. Flow (prot)	1611	0	0	1770	3539	0	3539	0
Flt Permitted				0.950				
Satd. Flow (perm)	1611	0	0	1770	3539	0	3539	0
Link Speed (mph)	30				45		45	
Link Distance (ft)	304				922		952	
Travel Time (s)	6.9				14.0		14.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1	3	1	812	2	633	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1	0	0	4	812	0	635	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				12		12	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	16				16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	1	3	1	763	2	595	0
Future Vol, veh/h	0	1	3	1	763	2	595	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	400	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	3	1	812	2	633	0

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	1051	317	633	633	0	812	-	0
Stage 1	637	-	-	-	-	-	-	-
Stage 2	414	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	222	679	570	946	-	438	-	-
Stage 1	489	-	-	-	-	-	-	-
Stage 2	635	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	219	679	632	632	-	438	-	-
Mov Cap-2 Maneuver	219	-	-	-	-	-	-	-
Stage 1	486	-	-	-	-	-	-	-
Stage 2	631	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	632	-	679	-	-
HCM Lane V/C Ratio	0.007	-	0.002	-	-
HCM Control Delay (s)	10.7	-	10.3	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	187	154	107	1	359	629	0	0	338
Future Volume (vph)	0	0	0	187	154	107	1	359	629	0	0	338
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400		0		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	25			150				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	1770	3539	1583	0	1770	3539	0	0	5085
Flt Permitted				0.950				0.490				
Satd. Flow (perm)	0	0	0	1770	3539	1583	0	913	3539	0	0	5085
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						117						
Link Speed (mph)		55			55				45			45
Link Distance (ft)		2617			781				252			922
Travel Time (s)		32.4			9.7				3.8			14.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	193	159	110	1	370	648	0	0	348
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	193	159	110	0	371	648	0	0	348
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				1	2	1	1	1	2			2
Detector Template				Left	Thru	Right	Left	Left	Thru			Thru
Leading Detector (ft)				20	100	20	20	20	100			100
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				20	6	20	20	20	6			6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)					94				94			94
Detector 2 Size(ft)					6				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type				Split	NA	Perm	custom	D.P+P	NA			NA
Protected Phases				8	8			2 4	2 4 6			6
Permitted Phases						8	2 4	6				

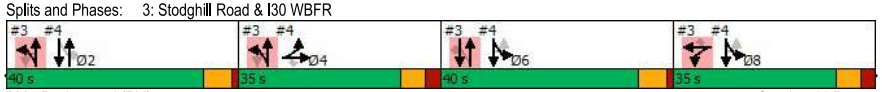
Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	292		
Future Volume (vph)	292		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	250		
Storage Lanes	1		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt	0.850		
Flt Protected			
Satd. Flow (prot)	1583		
Flt Permitted			
Satd. Flow (perm)	1583		
Right Turn on Red	Yes		
Satd. Flow (RTOR)	301		
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.97		
Adj. Flow (vph)	301		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	301		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors	1		
Detector Template	Right		
Leading Detector (ft)	20		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	20		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type	Perm		
Protected Phases		2	4
Permitted Phases	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase				8	8	8	2 4	2 4	2 4 6			6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0						15.0
Minimum Split (s)				13.9	13.9	13.9						21.1
Total Split (s)				35.0	35.0	35.0						40.0
Total Split (%)				23.3%	23.3%	23.3%						26.7%
Maximum Green (s)				28.1	28.1	28.1						33.9
Yellow Time (s)				4.3	4.3	4.3						5.0
All-Red Time (s)				2.6	2.6	2.6						1.1
Lost Time Adjust (s)				0.0	0.0	0.0						0.0
Total Lost Time (s)				6.9	6.9	6.9						6.1
Lead/Lag				Lag	Lag	Lag						Lead
Lead-Lag Optimize?				Yes	Yes	Yes						Yes
Vehicle Extension (s)				3.0	3.0	3.0						3.0
Recall Mode				None	None	None						None
Act Effct Green (s)				21.7	21.7	21.7		93.3	99.5			25.7
Actuated g/C Ratio				0.16	0.16	0.16		0.69	0.74			0.19
v/c Ratio				0.68	0.28	0.31		0.35	0.25			0.36
Control Delay				66.9	51.8	9.9		0.8	0.1			48.5
Queue Delay				0.0	0.0	0.0		0.5	0.4			0.0
Total Delay				66.9	51.8	9.9		1.2	0.5			48.5
LOS				E	D	A		A	A			D
Approach Delay					48.1				0.8			30.2
Approach LOS					D				A			C
Queue Length 50th (ft)				164	66	0		1	0			99
Queue Length 95th (ft)				262	106	49		m2	m0			137
Internal Link Dist (ft)		2537			701				172			842
Turn Bay Length (ft)				400		400						
Base Capacity (vph)				376	751	428		1065	2850			1302
Starvation Cap Reductn				0	0	0		326	1555			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.51	0.21	0.26		0.50	0.50			0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 134.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 20.0		Intersection LOS: C	
Intersection Capacity Utilization 83.5%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	SBR	Ø2	Ø4
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	15.0	15.0	7.0
Minimum Split (s)	21.1	21.1	13.9
Total Split (s)	40.0	40.0	35.0
Total Split (%)	26.7%	27%	23%
Maximum Green (s)	33.9	33.9	28.1
Yellow Time (s)	5.0	5.0	4.3
All-Red Time (s)	1.1	1.1	2.6
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.1		
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Act Effct Green (s)	25.7		
Actuated g/C Ratio	0.19		
v/c Ratio	0.55		
Control Delay	9.0		
Queue Delay	0.0		
Total Delay	9.0		
LOS	A		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	0		
Queue Length 95th (ft)	81		
Internal Link Dist (ft)			
Turn Bay Length (ft)	250		
Base Capacity (vph)	629		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.48		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	426	343	310	0	0	0	0	580	261	1	147	362
Future Volume (vph)	426	343	310	0	0	0	0	580	261	1	147	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200		0	
Storage Lanes	1		1	0		0	0		1		1	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.95	1.00	0.95
Frt			0.850						0.850			
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	0	1770	3539
Flt Permitted	0.950										0.286	
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	0	533	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			341						287			
Link Speed (mph)		55			55			45				45
Link Distance (ft)		4617			1679			707				252
Travel Time (s)		57.2			20.8			10.7				3.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	468	377	341	0	0	0	0	637	287	1	162	398
Shared Lane Traffic (%)												
Lane Group Flow (vph)	468	377	341	0	0	0	0	637	287	0	163	398
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			15				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	D.P+P	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8	2	

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.91		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

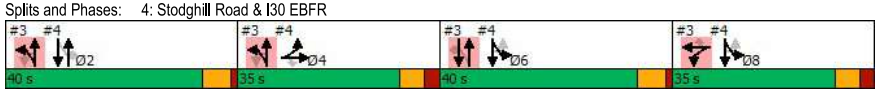
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.5	28.5	28.5					32.1	32.1		86.5	92.6
Actuated g/C Ratio	0.21	0.21	0.21					0.24	0.24		0.64	0.69
v/c Ratio	1.24	0.50	0.56					0.53	0.48		0.19	0.16
Control Delay	174.8	52.0	9.0					47.6	7.9		0.8	0.4
Queue Delay	0.0	0.0	0.0					0.0	0.0		0.3	0.5
Total Delay	174.8	52.0	9.0					47.6	7.9		1.0	0.9
LOS	F	D	A					D	A		A	A
Approach Delay		88.1						35.3				1.0
Approach LOS		F						D				A
Queue Length 50th (ft)	~534	160	0					181	0		2	1
Queue Length 95th (ft)	#836	235	92					248	80		2	2
Internal Link Dist (ft)		4537			1599			627				172
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	376	751	604					1302	618		921	2497
Starvation Cap Reductn	0	0	0					0	0		372	1639
Spillback Cap Reductn	0	0	0					0	0		0	0
Storage Cap Reductn	0	0	0					0	0		0	0
Reduced v/c Ratio	1.24	0.50	0.56					0.49	0.46		0.30	0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 134.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 51.5		Intersection LOS: D	
Intersection Capacity Utilization 83.5%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		15.0	7.0
Minimum Split (s)		21.1	13.9
Total Split (s)		40.0	35.0
Total Split (%)		27%	23%
Maximum Green (s)		33.9	28.1
Yellow Time (s)		5.0	4.3
All-Red Time (s)		1.1	2.6
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	0	0	22	0	116	1	0	724	10	36	644
Future Volume (vph)	2	0	0	22	0	116	1	0	724	10	36	644
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		200		0	100	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt					0.886				0.998			
Flt Protected		0.950			0.992			0.950			0.950	
Satd. Flow (prot)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Flt Permitted		0.950			0.992			0.950			0.950	
Satd. Flow (perm)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Link Speed (mph)		30			35				45			45
Link Distance (ft)		618			749				1727			706
Travel Time (s)		14.0			14.6				26.2			10.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	0	0	24	0	127	1	0	796	11	40	708
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	151	0	0	1	807	0	40	708
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			15
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	9	60		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	0	0	22	0	116	1	0	724	10	36	644	0
Future Vol, veh/h	2	0	0	22	0	116	1	0	724	10	36	644	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	24	0	127	1	0	796	11	40	708	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1188	1597	354	1238	1592	404	708	708	0	0	807	0	0
Stage 1	788	788	-	804	804	-	-	-	-	-	-	-	-
Stage 2	400	809	-	434	788	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	144	105	642	132	106	596	511	887	-	-	814	-	0
Stage 1	350	400	-	343	394	-	-	-	-	-	-	-	0
Stage 2	597	392	-	570	400	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	109	100	642	127	101	596	511	511	-	-	814	-	-
Mov Cap-2 Maneuver	225	212	-	245	222	-	-	-	-	-	-	-	-
Stage 1	349	380	-	342	393	-	-	-	-	-	-	-	-
Stage 2	468	391	-	542	380	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	15.8	0	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	511	-	-	225	485	814	-
HCM Lane V/C Ratio	0.002	-	-	0.01	0.313	0.049	-
HCM Control Delay (s)	12.1	-	-	21.2	15.8	9.6	-
HCM Lane LOS	B	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	1	47	24	5	48	15	569	11	20	617	35
Future Volume (vph)	98	1	47	24	5	48	15	569	11	20	617	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.908			0.997			0.992	
Flt Protected		0.967			0.985		0.950			0.950		
Satd. Flow (prot)	0	3258	0	0	3165	0	1770	3529	0	1770	3511	0
Flt Permitted		0.967			0.985		0.950			0.950		
Satd. Flow (perm)	0	3258	0	0	3165	0	1770	3529	0	1770	3511	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		607			549			1499			1727	
Travel Time (s)		13.8			12.5			22.7			26.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	109	1	52	27	6	53	17	632	12	22	686	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	162	0	0	86	0	17	644	0	22	725	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	1	47	24	5	48	15	569	11	20	617	35
Future Vol, veh/h	98	1	47	24	5	48	15	569	11	20	617	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	1	52	27	6	53	17	632	12	22	686	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1103	1428	363	1060	1441	322	725	0	0	644	0	0
Stage 1	750	750	-	672	672	-	-	-	-	-	-	-
Stage 2	353	678	-	388	769	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	166	134	634	178	131	674	874	-	-	937	-	-
Stage 1	369	417	-	412	453	-	-	-	-	-	-	-
Stage 2	637	450	-	607	409	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	145	128	634	158	125	674	874	-	-	937	-	-
Mov Cap-2 Maneuver	261	247	-	279	244	-	-	-	-	-	-	-
Stage 1	362	407	-	404	444	-	-	-	-	-	-	-
Stage 2	568	441	-	542	400	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.8	14.3	0.2	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	874	-	-	261	624	275	620	937	-	-
HCM Lane V/C Ratio	0.019	-	-	0.419	0.085	0.107	0.091	0.024	-	-
HCM Control Delay (s)	9.2	-	-	28.4	11.3	19.7	11.4	8.9	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.3	0.4	0.3	0.1	-	-

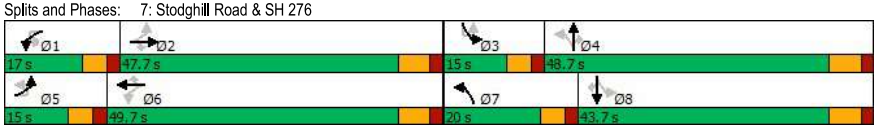
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	74	623	140	13	88	452	275	89	262	79	8
Future Volume (vph)	1	74	623	140	13	88	452	275	89	262	79	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		0		320		320	340		340	
Storage Lanes		1		1		1		1	1		1	
Taper Length (ft)		50				50			100			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0
Flt Permitted		0.437				0.262			0.445			
Satd. Flow (perm)	0	814	3539	1583	0	488	3539	1583	829	3539	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				146				286			127	
Link Speed (mph)			50				50			45		
Link Distance (ft)			997				1087			787		
Travel Time (s)			13.6				14.8			11.9		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	77	649	146	14	92	471	286	93	273	82	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	649	146	0	106	471	286	93	273	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA
Median Width(ft)			15				15			15		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	9
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom
Protected Phases		5	2			1	6		7	4		
Permitted Phases	5	2		2	1	6		6	4		4	3

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	323	280	73
Future Volume (vph)	323	280	73
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		0
Storage Lanes	1		1
Taper Length (ft)	50		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1770	1863	1583
Flt Permitted	0.572		
Satd. Flow (perm)	1065	1863	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			127
Link Speed (mph)		45	
Link Distance (ft)		1499	
Travel Time (s)		22.7	
Peak Hour Factor	0.96	0.96	0.96
Adj. Flow (vph)	336	292	76
Shared Lane Traffic (%)			
Lane Group Flow (vph)	344	292	76
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		15	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	Perm
Protected Phases	3	8	
Permitted Phases	8		8

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Detector Phase	5	5	2	2	1	1	6	6	7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6
Total Split (s)	15.0	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0
Total Split (%)	11.7%	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%
Maximum Green (s)	9.4	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4
Yellow Time (s)	3.6	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max	Max	None	Max	Max	None
Walk Time (s)			11.0	11.0			10.0	10.0		11.0	11.0	
Flash Dont Walk (s)			30.0	30.0			33.0	33.0		31.0	31.0	
Pedestrian Calls (#/hr)			0	0			0	0		0	0	
Act Effct Green (s)		50.8	41.4	41.4		54.4	45.2	45.2	52.4	42.0	42.0	
Actuated g/C Ratio		0.40	0.33	0.33		0.43	0.36	0.36	0.41	0.33	0.33	
v/c Ratio		0.20	0.56	0.24		0.35	0.37	0.38	0.23	0.23	0.13	
Control Delay		21.3	37.8	5.9		23.5	32.4	5.0	21.7	31.7	1.6	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		21.3	37.8	5.9		23.5	32.4	5.0	21.7	31.7	1.6	
LOS		C	D	A		C	C	A	C	C	A	
Approach Delay			31.0				22.2			24.1		
Approach LOS			C				C			C		
Queue Length 50th (ft)		36	232	0		50	156	0	43	86	0	
Queue Length 95th (ft)		67	299	48		86	207	61	78	123	10	
Internal Link Dist (ft)			917				1007			707		
Turn Bay Length (ft)		420				320		320	340		340	
Base Capacity (vph)		403	1154	614		327	1258	747	482	1170	608	
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	
Reduced v/c Ratio		0.19	0.56	0.24		0.32	0.37	0.38	0.19	0.23	0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 128.4			
Actuated Cycle Length: 127			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Stodghill Road & SH 276



Lane Group	SBL	SBT	SBR
Detector Phase	3	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.6	43.7	43.7
Total Split (s)	15.0	43.7	43.7
Total Split (%)	11.7%	34.0%	34.0%
Maximum Green (s)	9.4	37.0	37.0
Yellow Time (s)	3.6	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.7	6.7
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	Max	Max
Walk Time (s)		8.0	8.0
Flash Dont Walk (s)		29.0	29.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	52.6	42.1	42.1
Actuated g/C Ratio	0.41	0.33	0.33
v/c Ratio	0.70	0.47	0.12
Control Delay	36.3	37.6	1.1
Queue Delay	0.0	0.0	0.0
Total Delay	36.3	37.6	1.1
LOS	D	D	A
Approach Delay		33.1	
Approach LOS		C	
Queue Length 50th (ft)	189	192	0
Queue Length 95th (ft)	273	292	6
Internal Link Dist (ft)		1419	
Turn Bay Length (ft)	150		
Base Capacity (vph)	493	617	609
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.70	0.47	0.12

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1681	2	0	2
Future Volume (vph)	0	0	1681	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	2617		462	
Travel Time (s)		24.9	32.4		9.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	1955	2	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1957	0	0	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 56.5% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1681	2	0	2
Future Vol, veh/h	0	0	1681	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1955	2	0	2

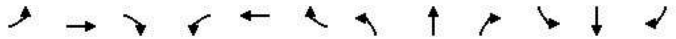
Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	979
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	249
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	249
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	19.6
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	249
HCM Lane V/C Ratio	-	-	0.009
HCM Control Delay (s)	-	-	19.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	152	403	228	404	874	0	0	703	328
Future Volume (vph)	0	0	0	152	403	228	404	874	0	0	703	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.987		0.950	0.995				
Satd. Flow (prot)	0	0	0	0	3493	1583	1522	4782	0	0	6408	1583
Flt Permitted					0.987		0.950	0.745				
Satd. Flow (perm)	0	0	0	0	3493	1583	1522	3580	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						229						243
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	165	438	248	439	950	0	0	764	357
Shared Lane Traffic (%)							23%					
Lane Group Flow (vph)	0	0	0	0	603	248	338	1051	0	0	764	357
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				35.0	35.0	35.0					35.0	35.0
Total Split (%)				25.0%	25.0%	25.0%					25.0%	25.0%
Maximum Green (s)				28.7	28.7	28.7					29.6	29.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					28.7	28.7	64.6	94.2			29.6	29.6
Actuated g/C Ratio					0.20	0.20	0.46	0.67			0.21	0.21
v/c Ratio					0.84	0.49	0.48	0.41			0.56	0.68
Control Delay					65.3	11.1	7.1	0.9			51.3	23.1
Queue Delay					0.0	0.0	2.2	0.3			0.0	0.0
Total Delay					65.3	11.1	9.3	1.2			51.3	23.1
LOS					E	B	A	A			D	C
Approach Delay					49.5			3.1			42.3	
Approach LOS					D			A			D	
Queue Length 50th (ft)					280	14	31	3			182	94
Queue Length 95th (ft)					#366	92	m34	m3			219	212
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					716	506	702	2582			1354	526
Starvation Cap Reductn					0	0	234	751			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.84	0.49	0.72	0.57			0.56	0.68

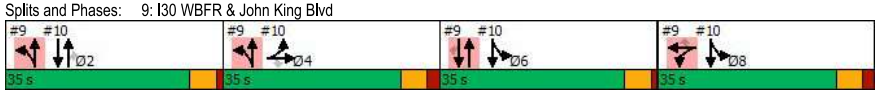
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 27.9		Intersection LOS: C	
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

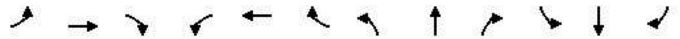
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	493	441	493	0	0	0	0	783	114	285	570	0
Future Volume (vph)	493	441	493	0	0	0	0	783	114	285	570	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	2		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	3447	1583	0	0	0	0	6408	1583	3433	3539	0
Flt Permitted		0.974								0.950		
Satd. Flow (perm)	0	3447	1583	0	0	0	0	6408	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			366						117			
Link Speed (mph)		55			30			45			30	
Link Distance (ft)		1172			4617			935			266	
Travel Time (s)		14.5			104.9			14.2			6.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	519	464	519	0	0	0	0	824	120	300	600	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	983	519	0	0	0	0	824	120	300	600	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2			

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	35.0	35.0	35.0					35.0	35.0			
Total Split (%)	25.0%	25.0%	25.0%					25.0%	25.0%			
Maximum Green (s)	28.7	28.7	28.7					29.6	29.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		28.7	28.7					29.6	29.6	64.6	99.6	
Actuated g/C Ratio		0.20	0.20					0.21	0.21	0.46	0.71	
v/c Ratio		1.43dl	0.84					0.61	0.28	0.19	0.24	
Control Delay		226.0	29.0					52.2	9.9	1.4	1.2	
Queue Delay		0.0	0.0					0.0	0.0	0.4	0.7	
Total Delay		226.0	29.0					52.2	9.9	1.9	1.9	
LOS		F	C					D	A	A	A	
Approach Delay		157.9						46.8			1.9	
Approach LOS		F						D			A	
Queue Length 50th (ft)		~626	144					199	2	1	24	
Queue Length 95th (ft)		#763	#342					237	56	m6	m27	
Internal Link Dist (ft)		1092			4537			855			186	
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		706	615					1354	426	1584	2517	
Starvation Cap Reductn		0	0					0	0	849	1491	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		1.39	0.84					0.61	0.28	0.41	0.58	

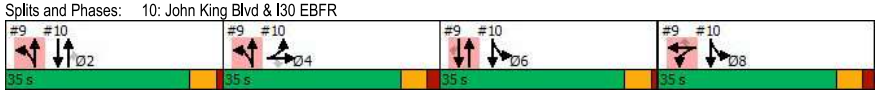
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 84.6		Intersection LOS: F	
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	179	155	23	61	26	104	930	81	35	758	52
Future Volume (vph)	77	179	155	23	61	26	104	930	81	35	758	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	100		100
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.943			0.964				0.850			0.850
Flt Protected		0.991			0.990		0.950			0.950		
Satd. Flow (prot)	0	3307	0	0	3378	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.867			0.834		0.228			0.254		
Satd. Flow (perm)	0	2894	0	0	2845	0	425	3539	1583	473	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		140			28				86			73
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		972			2394			3337			865	
Travel Time (s)		18.9			46.6			50.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	82	190	165	24	65	28	111	989	86	37	806	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	437	0	0	117	0	111	989	86	37	806	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	29.0	29.0		29.0	29.0		14.0	50.0	50.0	11.0	47.0	47.0
Total Split (%)	32.2%	32.2%		32.2%	32.2%		15.6%	55.6%	55.6%	12.2%	52.2%	52.2%
Maximum Green (s)	24.5	24.5		24.5	24.5		9.5	45.5	45.5	6.5	42.5	42.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		12.0			12.0		29.2	26.5	26.5	25.1	20.6	20.6
Actuated g/C Ratio		0.23			0.23		0.56	0.51	0.51	0.48	0.40	0.40
v/c Ratio		0.56			0.17		0.25	0.55	0.10	0.09	0.57	0.08
Control Delay		16.7			16.1		6.3	11.2	3.2	5.7	15.0	2.7
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.7			16.1		6.3	11.2	3.2	5.7	15.0	2.7
LOS		B			B		A	B	A	A	B	A
Approach Delay		16.7			16.1			10.1			13.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		41			11		12	72	0	4	103	0
Queue Length 95th (ft)		103			36		36	221	21	15	186	14
Internal Link Dist (ft)		892			2314			3257			785	
Turn Bay Length (ft)							200		200	100		100
Base Capacity (vph)		1590			1511		515	2999	1354	412	2855	1291
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.27			0.08		0.22	0.33	0.06	0.09	0.28	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 52			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	67	47	41	404	1	319	22
Future Volume (vph)	67	47	41	404	1	319	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345		0		0
Storage Lanes	1	1	1		0		0
Taper Length (ft)	25		100		25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95
Frt		0.850				0.990	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1583	1770	3539	0	3504	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	1583	1770	3539	0	3504	0
Link Speed (mph)	35			45		45	
Link Distance (ft)	2687			952		2063	
Travel Time (s)	52.3			14.4		31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	69	48	42	416	1	329	23
Shared Lane Traffic (%)							
Lane Group Flow (vph)	69	48	42	416	0	353	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	67	47	41	404	1	319	22
Future Vol, veh/h	67	47	41	404	1	319	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	345	-	-	-	-
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	69	48	42	416	1	329	23

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	635	176	352	0	416	-	0
Stage 1	343	-	-	-	-	-	-
Stage 2	292	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	411	837	1203	-	782	-	-
Stage 1	690	-	-	-	-	-	-
Stage 2	732	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	396	837	1203	-	782	-	-
Mov Cap-2 Maneuver	498	-	-	-	-	-	-
Stage 1	666	-	-	-	-	-	-
Stage 2	731	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1203	-	498	837	-	-
HCM Lane V/C Ratio	0.035	-	0.139	0.058	-	-
HCM Control Delay (s)	8.1	-	13.4	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	455	366	2
Future Volume (vph)	1	1	1	455	366	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	400			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		150			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.932				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1694	0	1770	3539	3536	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1694	0	1770	3539	3536	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	304			922	952	
Travel Time (s)	6.9			14.0	14.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	1	1	474	381	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	1	474	383	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	455	366	2
Future Vol, veh/h	1	1	1	455	366	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	400	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	474	381	2

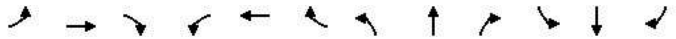
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	621	192	383	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	419	817	1172	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	419	817	1172	-	-	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1172	-	554	-	-
HCM Lane V/C Ratio	0.001	-	0.004	-	-
HCM Control Delay (s)	8.1	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	150	240	102	285	357	0	0	162	200
Future Volume (vph)	0	0	0	150	240	102	285	357	0	0	162	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	5085	1583
Flt Permitted				0.950			0.639					
Satd. Flow (perm)	0	0	0	1770	3539	1583	1190	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117						213
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2617			781			252			922	
Travel Time (s)		32.4			9.7			3.8			14.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	160	255	109	303	380	0	0	172	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	160	255	109	303	380	0	0	172	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8	6					6

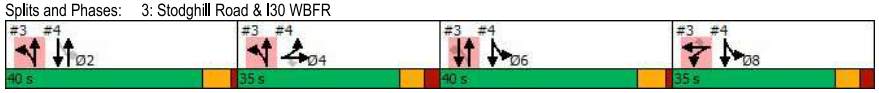
Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					15.0	15.0
Minimum Split (s)				13.9	13.9	13.9					21.1	21.1
Total Split (s)				35.0	35.0	35.0					40.0	40.0
Total Split (%)				23.3%	23.3%	23.3%					26.7%	26.7%
Maximum Green (s)				28.1	28.1	28.1					33.9	33.9
Yellow Time (s)				4.3	4.3	4.3					5.0	5.0
All-Red Time (s)				2.6	2.6	2.6					1.1	1.1
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.9	6.9	6.9					6.1	6.1
Lead/Lag				Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Act Effct Green (s)				17.0	17.0	17.0	69.2	75.5			16.6	16.6
Actuated g/C Ratio				0.16	0.16	0.16	0.65	0.71			0.16	0.16
v/c Ratio				0.56	0.45	0.31	0.28	0.15			0.22	0.50
Control Delay				51.3	44.2	9.3	1.6	0.3			43.5	10.9
Queue Delay				0.0	0.0	0.0	0.2	0.1			0.0	0.0
Total Delay				51.3	44.2	9.3	1.8	0.4			43.5	10.9
LOS				D	D	A	A	A			D	B
Approach Delay					39.1			1.0			25.4	
Approach LOS					D			A			C	
Queue Length 50th (ft)				101	83	0	7	1			38	0
Queue Length 95th (ft)				200	147	45	34	2			74	73
Internal Link Dist (ft)		2537			701			172			842	
Turn Bay Length (ft)				400		400						250
Base Capacity (vph)				485	971	519	1130	3102			1683	666
Starvation Cap Reductn				0	0	0	328	1610			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.33	0.26	0.21	0.38	0.25			0.10	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 106			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 19.5		Intersection LOS: B	
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

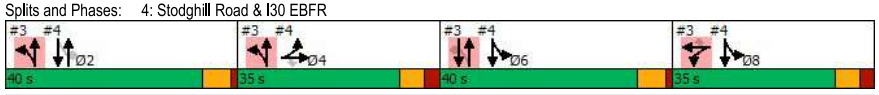
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	187	266	0	0	0	0	397	108	55	257	0
Future Volume (vph)	245	187	266	0	0	0	0	397	108	55	257	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	1770	3539	0
Flt Permitted	0.950									0.469		
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	874	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			274						123			
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		4617			1679			707			252	
Travel Time (s)		57.2			20.8			10.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	253	193	274	0	0	0	0	409	111	57	265	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	253	193	274	0	0	0	0	409	111	57	265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2	2		

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	23.7	23.7	23.7					21.8	21.8	62.6	68.9	
Actuated g/C Ratio	0.22	0.22	0.22					0.21	0.21	0.59	0.65	
v/c Ratio	0.64	0.24	0.48					0.39	0.26	0.07	0.12	
Control Delay	48.1	37.1	8.1					38.6	7.2	0.2	0.2	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.1	
Total Delay	48.1	37.1	8.1					38.6	7.2	0.2	0.3	
LOS	D	D	A					D	A	A	A	
Approach Delay		29.9						31.9			0.3	
Approach LOS		C						C			A	
Queue Length 50th (ft)	148	53	0					89	0	1	0	
Queue Length 95th (ft)	313	115	78					144	40	1	0	
Internal Link Dist (ft)		4537			1599			627			172	
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	485	971	633					1683	606	1006	2712	
Starvation Cap Reductn	0	0	0					0	0	0	1546	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.52	0.20	0.43					0.24	0.18	0.06	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 106			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 24.5		Intersection LOS: C	
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	1	5	0	31	0	465	7	1	6	492
Future Volume (vph)	0	0	1	5	0	31	0	465	7	1	6	492
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0		100	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.883			0.998				0.999
Flt Protected					0.993						0.950	
Satd. Flow (prot)	0	1611	0	0	1633	0	1863	3532	0	0	1770	3536
Flt Permitted					0.993						0.950	
Satd. Flow (perm)	0	1611	0	0	1633	0	1863	3532	0	0	1770	3536
Link Speed (mph)		30			30			45				45
Link Distance (ft)		618			749			1727				706
Travel Time (s)		14.0			17.0			26.2				10.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1	5	0	32	0	484	7	1	6	513
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	37	0	0	491	0	0	7	515
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		0			0			30				15
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 27.1% ICU Level of Service A
Analysis Period (min) 15

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	5	0	31	0	465	7	1	6	492	2
Future Vol, veh/h	0	0	1	5	0	31	0	465	7	1	6	492	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	5	0	32	0	484	7	1	6	513	2

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	770	1019	258	759	1017	246	515	0	0	492	491	0	0
Stage 1	528	528	-	488	488	-	-	-	-	-	-	-	-
Stage 2	242	491	-	271	529	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	290	236	741	296	236	754	1047	-	-	700	1069	-	-
Stage 1	502	526	-	530	548	-	-	-	-	-	-	-	-
Stage 2	740	546	-	712	525	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	276	234	741	294	234	754	1047	-	-	985	985	-	-
Mov Cap-2 Maneuver	387	349	-	405	350	-	-	-	-	-	-	-	-
Stage 1	502	522	-	530	548	-	-	-	-	-	-	-	-
Stage 2	708	546	-	706	521	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	10.7	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1047	-	-	741	673	985	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.056	0.007	-	-
HCM Control Delay (s)	0	-	-	9.9	10.7	8.7	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	3	0	7	9	2	2	1	2	466	4	1	12
Future Volume (vph)	3	0	7	9	2	2	1	2	466	4	1	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0		200
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				50				50
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.895			0.977				0.999			
Flt Protected		0.985			0.967			0.950				0.950
Satd. Flow (prot)	0	3120	0	0	3344	0	0	1770	3536	0	0	1770
Flt Permitted		0.985			0.967			0.950				0.950
Satd. Flow (perm)	0	3120	0	0	3344	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		607			549				1499			
Travel Time (s)		13.8			12.5				22.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	0	7	9	2	2	1	2	485	4	1	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	13	0	0	3	489	0	0	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		15			15				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	475	9
Future Volume (vph)	475	9
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3529	0
Flt Permitted		
Satd. Flow (perm)	3529	0
Link Speed (mph)	45	
Link Distance (ft)	1727	
Travel Time (s)	26.2	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	495	9
Shared Lane Traffic (%)		
Lane Group Flow (vph)	504	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	0	7	9	2	2	1	2	466	4	1	12	475	9
Future Vol, veh/h	3	0	7	9	2	2	1	2	466	4	1	12	475	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	7	9	2	2	1	2	485	4	1	13	495	9

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	778	1023	252	769	1025	245	504	504	0	0	490	489	0	0
Stage 1	528	528	-	493	493	-	-	-	-	-	-	-	-	-
Stage 2	250	495	-	276	532	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	286	234	748	291	234	755	688	1057	-	-	702	1070	-	-
Stage 1	502	526	-	526	545	-	-	-	-	-	-	-	-	-
Stage 2	732	544	-	707	524	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	280	230	748	284	230	755	893	893	-	-	1028	1028	-	-
Mov Cap-2 Maneuver	389	344	-	397	346	-	-	-	-	-	-	-	-	-
Stage 1	500	519	-	524	543	-	-	-	-	-	-	-	-	-
Stage 2	725	542	-	691	517	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	13.9	0.1	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	893	-	-	389	748	391	542	1028	-	-
HCM Lane V/C Ratio	0.003	-	-	0.008	0.01	0.027	0.006	0.013	-	-
HCM Control Delay (s)	9	-	-	14.3	9.9	14.5	11.7	8.5	-	-
HCM Lane LOS	A	-	-	B	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0	0	-	-

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	56	386	68	19	58	532	241	70	168	44	7	236
Future Volume (vph)	56	386	68	19	58	532	241	70	168	44	7	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	420		0		320		320	340		340		150
Storage Lanes	1		1		1		1	1		1		1
Taper Length (ft)	50				50			100				50
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0	1770
Flt Permitted	0.354				0.450			0.625				0.609
Satd. Flow (perm)	659	3539	1583	0	838	3539	1583	1164	3539	1583	0	1134
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			127				251			127		
Link Speed (mph)		50				50			45			
Link Distance (ft)		997				1087			787			
Travel Time (s)		13.6				14.8			11.9			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	58	402	71	20	60	554	251	73	175	46	7	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	402	71	0	80	554	251	73	175	46	0	253
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		15				15			15			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt
Protected Phases	5	2			1	6		7	4			3
Permitted Phases	2		2	1	6		6	4		4	3	8

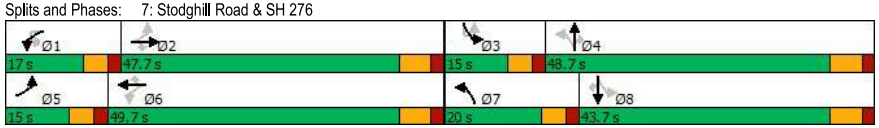
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	185	88
Future Volume (vph)	185	88
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		127
Link Speed (mph)	45	
Link Distance (ft)	1499	
Travel Time (s)	22.7	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	193	92
Shared Lane Traffic (%)		
Lane Group Flow (vph)	193	92
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	15	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Detector Phase	5	2	2	1	1	6	6	7	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6	10.6
Total Split (s)	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0	15.0
Total Split (%)	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%	11.7%
Maximum Green (s)	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4	9.4
Yellow Time (s)	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7		5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max	Max	None	Max	Max	None	None
Walk Time (s)		11.0	11.0			10.0	10.0		11.0	11.0		
Flash Dont Walk (s)		30.0	30.0			33.0	33.0		31.0	31.0		
Pedestrian Calls (#/hr)		0	0			0	0		0	0		
Act Effct Green (s)	49.7	42.2	42.2		51.6	43.1	43.1	51.6	42.1	42.1		54.1
Actuated g/C Ratio	0.40	0.34	0.34		0.41	0.35	0.35	0.41	0.34	0.34		0.43
v/c Ratio	0.18	0.34	0.11		0.19	0.45	0.35	0.14	0.15	0.07		0.47
Control Delay	21.1	32.5	0.5		21.2	33.6	5.1	20.5	30.0	0.2		26.4
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	21.1	32.5	0.5		21.2	33.6	5.1	20.5	30.0	0.2		26.4
LOS	C	C	A		C	C	A	C	C	A		C
Approach Delay		27.0				24.4			23.0			
Approach LOS		C				C			C			
Queue Length 50th (ft)	26	130	0		37	186	0	33	53	0		129
Queue Length 95th (ft)	53	181	2		68	245	58	64	82	0		197
Internal Link Dist (ft)		917				1007			707			
Turn Bay Length (ft)	420				320		320	340		340		150
Base Capacity (vph)	352	1199	620		443	1225	712	609	1196	619		540
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0		0
Reduced v/c Ratio	0.16	0.34	0.11		0.18	0.45	0.35	0.12	0.15	0.07		0.47

Intersection Summary

Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 124.5
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 24.8 Intersection LOS: C
Intersection Capacity Utilization 57.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Stodghill Road & SH 276



Lane Group	SBT	SBR
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	43.7	43.7
Total Split (s)	43.7	43.7
Total Split (%)	34.0%	34.0%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.7	4.7
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	8.0	8.0
Flash Dont Walk (s)	29.0	29.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	45.6	45.6
Actuated g/C Ratio	0.37	0.37
v/c Ratio	0.28	0.14
Control Delay	32.0	2.5
Queue Delay	0.0	0.0
Total Delay	32.0	2.5
LOS	C	A
Approach Delay	24.3	
Approach LOS	C	
Queue Length 50th (ft)	116	0
Queue Length 95th (ft)	190	18
Internal Link Dist (ft)	1419	
Turn Bay Length (ft)		
Base Capacity (vph)	682	660
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.28	0.14

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1755	9	0	5
Future Volume (vph)	0	0	1755	9	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3536	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3536	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	2617		462	
Travel Time (s)		24.9	32.4		9.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	1929	10	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1939	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1755	9	0	5
Future Vol, veh/h	0	0	1755	9	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1929	10	0	5

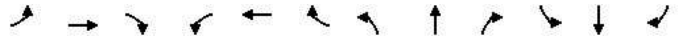
Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	970
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	253
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	253
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	19.5
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	253
HCM Lane V/C Ratio	-	-	0.022
HCM Control Delay (s)	-	-	19.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	162	512	174	288	673	0	0	610	329
Future Volume (vph)	0	0	0	162	512	174	288	673	0	0	610	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.988		0.950	0.996				
Satd. Flow (prot)	0	0	0	0	3497	1583	1522	4787	0	0	6408	1583
Flt Permitted					0.988		0.950	0.880				
Satd. Flow (perm)	0	0	0	0	3497	1583	1522	4229	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						183						334
Link Speed (mph)		55			30			30			30	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	171	539	183	303	708	0	0	642	346
Shared Lane Traffic (%)							19%					
Lane Group Flow (vph)	0	0	0	0	710	183	245	766	0	0	642	346
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				35.0	35.0	35.0					35.0	35.0
Total Split (%)				25.0%	25.0%	25.0%					25.0%	25.0%
Maximum Green (s)				28.7	28.7	28.7					29.6	29.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					28.7	28.7	64.6	94.2			29.6	29.6
Actuated g/C Ratio					0.20	0.20	0.46	0.67			0.21	0.21
v/c Ratio					0.99	0.39	0.35	0.28			0.47	0.58
Control Delay					86.8	8.7	5.5	0.6			49.7	9.7
Queue Delay					0.0	0.0	0.9	0.1			0.0	0.0
Total Delay					86.8	8.7	6.4	0.7			49.7	9.7
LOS					F	A	A	A			D	A
Approach Delay					70.8			2.1			35.7	
Approach LOS					E			A			D	
Queue Length 50th (ft)					343	0	16	1			150	9
Queue Length 95th (ft)					#477	64	m27	m1			184	99
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					716	470	702	2722			1354	598
Starvation Cap Reductn					0	0	240	805			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.99	0.39	0.53	0.40			0.47	0.58

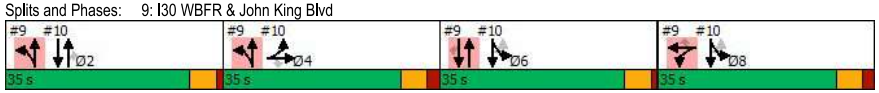
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 34.8		Intersection LOS: C	
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	390	242	325	0	0	0	0	562	140	1	213	559
Future Volume (vph)	390	242	325	0	0	0	0	562	140	1	213	559
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150		0	
Storage Lanes	0		1	0		0	0		1		2	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.95	0.97	0.95
Frt			0.850						0.850			
Flt Protected		0.970									0.950	
Satd. Flow (prot)	0	3433	1583	0	0	0	0	6408	1583	0	3433	3539
Flt Permitted		0.970									0.406	
Satd. Flow (perm)	0	3433	1583	0	0	0	0	6408	1583	0	1467	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			339						146			
Link Speed (mph)		55			30			30				30
Link Distance (ft)		1172			4617			935				266
Travel Time (s)		14.5			104.9			21.3				6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	406	252	339	0	0	0	0	585	146	1	222	582
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	658	339	0	0	0	0	585	146	0	223	582
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	Prot	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8		

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	35.0	35.0	35.0					35.0	35.0			
Total Split (%)	25.0%	25.0%	25.0%					25.0%	25.0%			
Maximum Green (s)	28.7	28.7	28.7					29.6	29.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		28.7	28.7					29.6	29.6		64.6	99.6
Actuated g/C Ratio		0.20	0.20					0.21	0.21		0.46	0.71
v/c Ratio		1.12dl	0.57					0.43	0.33		0.33	0.23
Control Delay		76.1	8.7					49.1	8.9		4.5	1.6
Queue Delay		0.0	0.0					0.0	0.0		1.1	0.6
Total Delay		76.1	8.7					49.1	8.9		5.6	2.2
LOS		E	A					D	A		A	A
Approach Delay		53.2						41.0				3.1
Approach LOS		D						D				A
Queue Length 50th (ft)		313	0					135	0		8	35
Queue Length 95th (ft)		#430	87					168	58		m18	m33
Internal Link Dist (ft)		1092			4537			855				186
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		703	594					1354	449		676	2517
Starvation Cap Reductn		0	0					0	0		263	1493
Spillback Cap Reductn		0	0					0	0		0	0
Storage Cap Reductn		0	0					0	0		0	0
Reduced v/c Ratio		0.94	0.57					0.43	0.33		0.54	0.57

Intersection Summary

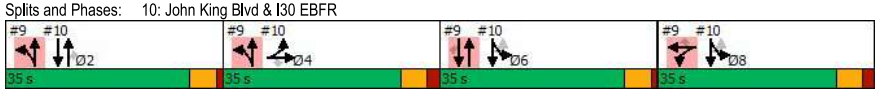
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 33.8 Intersection LOS: C
Intersection Capacity Utilization 49.3% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		10.0	7.0
Minimum Split (s)		22.5	47.3
Total Split (s)		35.0	35.0
Total Split (%)		25%	25%
Maximum Green (s)		29.6	28.7
Yellow Time (s)		4.3	4.3
All-Red Time (s)		1.1	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	36.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



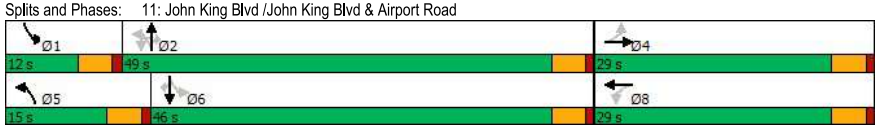
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	56	79	181	26	30	19	1	93	712	33	19	683
Future Volume (vph)	56	79	181	26	30	19	1	93	712	33	19	683
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		200	100	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95
Frt		0.914			0.962					0.850		
Flt Protected		0.991			0.983			0.950			0.950	
Satd. Flow (prot)	0	3206	0	0	3347	0	0	1770	3539	1583	1770	3539
Flt Permitted		0.883			0.779			0.257			0.364	
Satd. Flow (perm)	0	2856	0	0	2652	0	0	479	3539	1583	678	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		193			20					73		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		972			2394				3337			865
Travel Time (s)		22.1			54.4				75.8			19.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	60	84	193	28	32	20	1	99	757	35	20	727
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	337	0	0	80	0	0	100	757	35	20	727
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			30
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2		1	1	2	1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8			2	2		2	6	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	32
Shared Lane Traffic (%)	
Lane Group Flow (vph)	32
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4		8	8		2	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	29.0	29.0		29.0	29.0		49.0	15.0	49.0	49.0	12.0	46.0
Total Split (%)	32.2%	32.2%		32.2%	32.2%		54.4%	16.7%	54.4%	54.4%	13.3%	51.1%
Maximum Green (s)	24.5	24.5		24.5	24.5		44.5	10.5	44.5	44.5	7.5	41.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0		7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0		0		0	0		0
Act Effct Green (s)		8.6			8.6			25.6	24.2	24.2	21.0	16.7
Actuated g/C Ratio		0.19			0.19			0.58	0.55	0.55	0.47	0.38
v/c Ratio		0.47			0.15			0.20	0.39	0.04	0.04	0.54
Control Delay		10.9			15.0			4.8	7.1	1.0	4.5	13.5
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		10.9			15.0			4.8	7.1	1.0	4.5	13.5
LOS		B			B			A	A	A	A	B
Approach Delay		10.9			15.0				6.6			12.7
Approach LOS		B			B				A			B
Queue Length 50th (ft)		17			6			8	38	0	2	77
Queue Length 95th (ft)		54			24			26	136	5	8	143
Internal Link Dist (ft)		892			2314				3257			785
Turn Bay Length (ft)								200		200	100	
Base Capacity (vph)		1805			1613			617	3258	1463	543	3134
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.19			0.05			0.16	0.23	0.02	0.04	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 44.3			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	46.0
Total Split (%)	51.1%
Maximum Green (s)	41.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	16.7
Actuated g/C Ratio	0.38
v/c Ratio	0.05
Control Delay	1.0
Queue Delay	0.0
Total Delay	1.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	4
Internal Link Dist (ft)	
Turn Bay Length (ft)	100
Base Capacity (vph)	1410
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.02

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	114	174	66	705	436	26
Future Volume (vph)	114	174	66	705	436	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.991	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3507	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3507	0
Link Speed (mph)	35			45	45	
Link Distance (ft)	2687			952	2063	
Travel Time (s)	52.3			14.4	31.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	125	191	73	775	479	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	191	73	775	508	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	114	174	66	705	436	26
Future Vol, veh/h	114	174	66	705	436	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	345	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	191	73	775	479	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1028	254	508	0	-	0
Stage 1	494	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	230	745	1053	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	745	1053	-	-	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1053	-	347	745	-	-
HCM Lane V/C Ratio	0.069	-	0.361	0.257	-	-
HCM Control Delay (s)	8.7	-	21.1	11.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.6	1	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	7	15	3	1	763	2	595	15
Future Volume (vph)	7	15	3	1	763	2	595	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400		0		0
Storage Lanes	1	0		1		0		0
Taper Length (ft)	25			150		25		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt	0.906						0.996	
Flt Protected	0.985			0.950				
Satd. Flow (prot)	1662	0	0	1770	3539	0	3525	0
Flt Permitted	0.985			0.950				
Satd. Flow (perm)	1662	0	0	1770	3539	0	3525	0
Link Speed (mph)	30				45		45	
Link Distance (ft)	608				640		952	
Travel Time (s)	13.8				9.7		14.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	16	3	1	812	2	633	16
Shared Lane Traffic (%)								
Lane Group Flow (vph)	23	0	0	4	812	0	651	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				12		12	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	16				16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	7	15	3	1	763	2	595	15
Future Vol, veh/h	7	15	3	1	763	2	595	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	400	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	3	1	812	2	633	16

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	1059	325	649	649	0	812	-	0
Stage 1	645	-	-	-	-	-	-	-
Stage 2	414	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	220	671	557	933	-	438	-	-
Stage 1	484	-	-	-	-	-	-	-
Stage 2	635	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	217	671	608	608	-	438	-	-
Mov Cap-2 Maneuver	217	-	-	-	-	-	-	-
Stage 1	481	-	-	-	-	-	-	-
Stage 2	631	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	608	-	403	-	-
HCM Lane V/C Ratio	0.007	-	0.058	-	-
HCM Control Delay (s)	11	-	14.5	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	187	192	107	1	397	629	0	0	385
Future Volume (vph)	0	0	0	187	192	107	1	397	629	0	0	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400		0		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	25			150				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	1770	3539	1583	0	1770	3539	0	0	5085
Flt Permitted				0.950				0.444				
Satd. Flow (perm)	0	0	0	1770	3539	1583	0	827	3539	0	0	5085
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						117						
Link Speed (mph)		55			55				45			45
Link Distance (ft)		798			781				252			282
Travel Time (s)		9.9			9.7				3.8			4.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	193	198	110	1	409	648	0	0	397
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	193	198	110	0	410	648	0	0	397
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				1	2	1	1	1	2			2
Detector Template				Left	Thru	Right	Left	Left	Thru			Thru
Leading Detector (ft)				20	100	20	20	20	100			100
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				20	6	20	20	20	6			6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)					94				94			94
Detector 2 Size(ft)					6				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type				Split	NA	Perm	custom	D.P+P	NA			NA
Protected Phases				8	8			2 4	2 4 6			6
Permitted Phases						8	2 4	6				

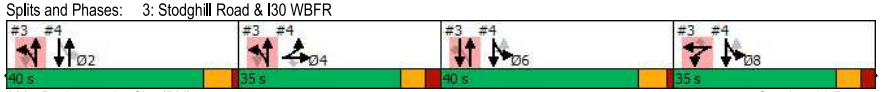
Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	292		
Future Volume (vph)	292		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	250		
Storage Lanes	1		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt	0.850		
Flt Protected			
Satd. Flow (prot)	1583		
Flt Permitted			
Satd. Flow (perm)	1583		
Right Turn on Red	Yes		
Satd. Flow (RTOR)	301		
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.97		
Adj. Flow (vph)	301		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	301		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors	1		
Detector Template	Right		
Leading Detector (ft)	20		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	20		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type	Perm		
Protected Phases		2	4
Permitted Phases	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase				8	8	8	2 4	2 4	2 4 6			6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0						15.0
Minimum Split (s)				13.9	13.9	13.9						21.1
Total Split (s)				35.0	35.0	35.0						40.0
Total Split (%)				23.3%	23.3%	23.3%						26.7%
Maximum Green (s)				28.1	28.1	28.1						33.9
Yellow Time (s)				4.3	4.3	4.3						5.0
All-Red Time (s)				2.6	2.6	2.6						1.1
Lost Time Adjust (s)				0.0	0.0	0.0						0.0
Total Lost Time (s)				6.9	6.9	6.9						6.1
Lead/Lag				Lag	Lag	Lag						Lead
Lead-Lag Optimize?				Yes	Yes	Yes						Yes
Vehicle Extension (s)				3.0	3.0	3.0						3.0
Recall Mode				None	None	None						None
Act Effct Green (s)				22.3	22.3	22.3		95.5	101.6			27.5
Actuated g/C Ratio				0.16	0.16	0.16		0.70	0.74			0.20
v/c Ratio				0.67	0.34	0.31		0.39	0.25			0.39
Control Delay				67.2	53.3	9.8		1.0	0.1			48.9
Queue Delay				0.0	0.0	0.0		0.6	0.5			0.0
Total Delay				67.2	53.3	9.8		1.6	0.6			48.9
LOS				E	D	A		A	A			D
Approach Delay					49.1				1.0			31.6
Approach LOS					D				A			C
Queue Length 50th (ft)				169	85	0		4	0			116
Queue Length 95th (ft)				262	128	49		m2	m0			156
Internal Link Dist (ft)		718			701				172			202
Turn Bay Length (ft)				400		400						
Base Capacity (vph)				367	734	421		1042	2799			1274
Starvation Cap Reductn				0	0	0		301	1603			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.53	0.27	0.26		0.55	0.54			0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 137.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	SBR	Ø2	Ø4
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	15.0	15.0	7.0
Minimum Split (s)	21.1	21.1	13.9
Total Split (s)	40.0	40.0	35.0
Total Split (%)	26.7%	27%	23%
Maximum Green (s)	33.9	33.9	28.1
Yellow Time (s)	5.0	5.0	4.3
All-Red Time (s)	1.1	1.1	2.6
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.1		
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Act Effct Green (s)	27.5		
Actuated g/C Ratio	0.20		
v/c Ratio	0.54		
Control Delay	8.7		
Queue Delay	0.0		
Total Delay	8.7		
LOS	A		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	0		
Queue Length 95th (ft)	81		
Internal Link Dist (ft)			
Turn Bay Length (ft)	250		
Base Capacity (vph)	622		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.48		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	441	343	310	0	0	0	0	603	261	1	181	376
Future Volume (vph)	441	343	310	0	0	0	0	603	261	1	181	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200		0	
Storage Lanes	1		1	0		0	0		1		1	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.95	1.00	0.95
Frt			0.850						0.850			
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	0	1770	3539
Flt Permitted	0.950										0.267	
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	0	497	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			341						287			
Link Speed (mph)		55			55			45				45
Link Distance (ft)		4617			1679			707				252
Travel Time (s)		57.2			20.8			10.7				3.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	485	377	341	0	0	0	0	663	287	1	199	413
Shared Lane Traffic (%)												
Lane Group Flow (vph)	485	377	341	0	0	0	0	663	287	0	200	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			15				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	D.P+P	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8	2	

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.91		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

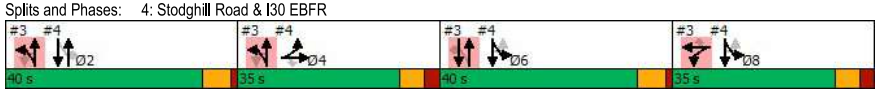
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.5	28.5	28.5					32.4	32.4		89.3	95.4
Actuated g/C Ratio	0.21	0.21	0.21					0.24	0.24		0.65	0.70
v/c Ratio	1.32	0.51	0.57					0.55	0.48		0.24	0.17
Control Delay	204.4	53.3	9.1					49.1	7.9		0.9	0.4
Queue Delay	0.0	0.0	0.0					0.0	0.0		0.3	0.5
Total Delay	204.4	53.3	9.1					49.1	7.9		1.3	0.9
LOS	F	D	A					D	A		A	A
Approach Delay		101.7						36.7				1.0
Approach LOS		F						D				A
Queue Length 50th (ft)	~597	167	0					198	0		2	2
Queue Length 95th (ft)	#873	235	92					259	80		3	2
Internal Link Dist (ft)		4537			1599			627				172
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	367	734	598					1274	611		915	2489
Starvation Cap Reductn	0	0	0					0	0		341	1632
Spillback Cap Reductn	0	0	0					0	0		0	0
Storage Cap Reductn	0	0	0					0	0		0	0
Reduced v/c Ratio	1.32	0.51	0.57					0.52	0.47		0.35	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 137.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay: 57.1		Intersection LOS: E	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		15.0	7.0
Minimum Split (s)		21.1	13.9
Total Split (s)		40.0	35.0
Total Split (%)		27%	23%
Maximum Green (s)		33.9	28.1
Yellow Time (s)		5.0	4.3
All-Red Time (s)		1.1	2.6
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	0	0	22	0	116	1	0	747	10	36	658
Future Volume (vph)	2	0	0	22	0	116	1	0	747	10	36	658
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		200		0	100	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt					0.886				0.998			
Flt Protected		0.950			0.992			0.950			0.950	
Satd. Flow (prot)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Flt Permitted		0.950			0.992			0.950			0.950	
Satd. Flow (perm)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Link Speed (mph)		30			35				45			45
Link Distance (ft)		618			749				1727			706
Travel Time (s)		14.0			14.6				26.2			10.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	0	0	24	0	127	1	0	821	11	40	723
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	151	0	0	1	832	0	40	723
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			15
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	9	60		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	0	0	22	0	116	1	0	747	10	36	658	0
Future Vol, veh/h	2	0	0	22	0	116	1	0	747	10	36	658	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	24	0	127	1	0	821	11	40	723	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1216	1637	362	1271	1632	416	723	723	0	0	832	0	0
Stage 1	803	803	-	829	829	-	-	-	-	-	-	-	-
Stage 2	413	834	-	442	803	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	137	100	635	125	100	585	499	875	-	-	796	-	0
Stage 1	343	394	-	331	383	-	-	-	-	-	-	-	0
Stage 2	587	381	-	564	394	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	103	95	635	120	95	585	499	499	-	-	796	-	-
Mov Cap-2 Maneuver	218	206	-	237	216	-	-	-	-	-	-	-	-
Stage 1	342	374	-	330	382	-	-	-	-	-	-	-	-
Stage 2	458	380	-	536	374	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.7	16.1	0	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	499	-	-	218	474	796	-
HCM Lane V/C Ratio	0.002	-	-	0.01	0.32	0.05	-
HCM Control Delay (s)	12.2	-	-	21.7	16.1	9.8	-
HCM Lane LOS	B	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.4	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	1	47	24	5	48	15	592	11	20	631	35
Future Volume (vph)	98	1	47	24	5	48	15	592	11	20	631	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.908			0.997			0.992	
Flt Protected		0.967			0.985		0.950			0.950		
Satd. Flow (prot)	0	3258	0	0	3165	0	1770	3529	0	1770	3511	0
Flt Permitted		0.967			0.985		0.950			0.950		
Satd. Flow (perm)	0	3258	0	0	3165	0	1770	3529	0	1770	3511	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		607			549			1499			1727	
Travel Time (s)		13.8			12.5			22.7			26.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	109	1	52	27	6	53	17	658	12	22	701	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	162	0	0	86	0	17	670	0	22	740	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	1	47	24	5	48	15	592	11	20	631	35
Future Vol, veh/h	98	1	47	24	5	48	15	592	11	20	631	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	1	52	27	6	53	17	658	12	22	701	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1131	1469	370	1093	1482	335	740	0	0	670	0	0
Stage 1	765	765	-	698	698	-	-	-	-	-	-	-
Stage 2	366	704	-	395	784	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	158	126	627	169	124	661	862	-	-	916	-	-
Stage 1	362	410	-	397	440	-	-	-	-	-	-	-
Stage 2	626	438	-	602	402	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	138	120	627	149	119	661	862	-	-	916	-	-
Mov Cap-2 Maneuver	254	239	-	269	237	-	-	-	-	-	-	-
Stage 1	355	400	-	389	431	-	-	-	-	-	-	-
Stage 2	557	429	-	537	392	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.6	14.5	0.2	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	254	616	266	607	916	-	-
HCM Lane V/C Ratio	0.019	-	-	0.431	0.086	0.111	0.092	0.024	-	-
HCM Control Delay (s)	9.3	-	-	29.5	11.4	20.2	11.5	9	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.3	0.4	0.3	0.1	-	-

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	82	623	140	13	88	452	283	89	270	79	8
Future Volume (vph)	1	82	623	140	13	88	452	283	89	270	79	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		0		320		320	340		340	
Storage Lanes		1		1		1		1	1		1	
Taper Length (ft)		50				50			100			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0
Flt Permitted		0.418				0.268			0.437			
Satd. Flow (perm)	0	779	3539	1583	0	499	3539	1583	814	3539	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				146				295			127	
Link Speed (mph)			50				50			45		
Link Distance (ft)			997				1087			787		
Travel Time (s)			13.6				14.8			11.9		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	85	649	146	14	92	471	295	93	281	82	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	649	146	0	106	471	295	93	281	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA
Median Width(ft)			15				15			15		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	9
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom
Protected Phases		5	2			1	6		7	4		
Permitted Phases	5	2		2	1	6		6	4		4	3

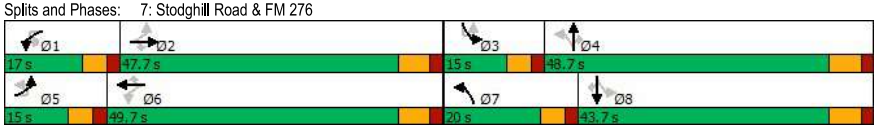
Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	330	287	73
Future Volume (vph)	330	287	73
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		0
Storage Lanes	1		1
Taper Length (ft)	50		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1770	1863	1583
Flt Permitted	0.565		
Satd. Flow (perm)	1052	1863	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			127
Link Speed (mph)		45	
Link Distance (ft)		1499	
Travel Time (s)		22.7	
Peak Hour Factor	0.96	0.96	0.96
Adj. Flow (vph)	344	299	76
Shared Lane Traffic (%)			
Lane Group Flow (vph)	352	299	76
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		15	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	Perm
Protected Phases	3	8	
Permitted Phases	8		8

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Detector Phase	5	5	2	2	1	1	6	6	7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6
Total Split (s)	15.0	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0
Total Split (%)	11.7%	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%
Maximum Green (s)	9.4	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4
Yellow Time (s)	3.6	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max	Max	None	Max	Max	None
Walk Time (s)			11.0	11.0			10.0	10.0		11.0	11.0	
Flash Dont Walk (s)			30.0	30.0			33.0	33.0		31.0	31.0	
Pedestrian Calls (#/hr)			0	0			0	0		0	0	
Act Effct Green (s)		51.3	41.8	41.8		53.7	43.0	43.0	52.4	42.0	42.0	
Actuated g/C Ratio		0.40	0.33	0.33		0.42	0.34	0.34	0.41	0.33	0.33	
v/c Ratio		0.23	0.56	0.24		0.35	0.39	0.40	0.23	0.24	0.14	
Control Delay		21.6	37.7	5.9		23.4	33.6	5.1	21.8	32.0	1.6	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		21.6	37.7	5.9		23.4	33.6	5.1	21.8	32.0	1.6	
LOS		C	D	A		C	C	A	C	C	A	
Approach Delay			30.8				22.7			24.4		
Approach LOS			C				C			C		
Queue Length 50th (ft)		40	232	0		50	156	0	44	89	0	
Queue Length 95th (ft)		72	299	48		86	207	63	78	126	10	
Internal Link Dist (ft)			917				1007			707		
Turn Bay Length (ft)		420				320		320	340		340	
Base Capacity (vph)		392	1161	617		331	1194	729	475	1166	606	
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	
Reduced v/c Ratio		0.22	0.56	0.24		0.32	0.39	0.40	0.20	0.24	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 127.4
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 28.3 Intersection LOS: C
Intersection Capacity Utilization 69.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	SBL	SBT	SBR
Detector Phase	3	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.6	43.7	43.7
Total Split (s)	15.0	43.7	43.7
Total Split (%)	11.7%	34.0%	34.0%
Maximum Green (s)	9.4	37.0	37.0
Yellow Time (s)	3.6	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.7	6.7
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	Max	Max
Walk Time (s)		8.0	8.0
Flash Dont Walk (s)		29.0	29.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	52.6	42.1	42.1
Actuated g/C Ratio	0.41	0.33	0.33
v/c Ratio	0.72	0.49	0.13
Control Delay	37.9	38.1	1.1
Queue Delay	0.0	0.0	0.0
Total Delay	37.9	38.1	1.1
LOS	D	D	A
Approach Delay		34.1	
Approach LOS		C	
Queue Length 50th (ft)	195	198	0
Queue Length 95th (ft)	#287	300	6
Internal Link Dist (ft)		1419	
Turn Bay Length (ft)	150		
Base Capacity (vph)	486	614	607
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.72	0.49	0.13

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1755	10	0	9
Future Volume (vph)	0	0	1755	10	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3536	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3536	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	2041	12	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2053	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 58.8% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1755	10	0	9
Future Vol, veh/h	0	0	1755	10	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2041	12	0	10

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1027
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	232
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	232
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	21.2
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	232
HCM Lane V/C Ratio	-	-	0.045
HCM Control Delay (s)	-	-	21.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	166	403	242	404	874	0	0	711	328
Future Volume (vph)	0	0	0	166	403	242	404	874	0	0	711	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.986		0.950	0.995				
Satd. Flow (prot)	0	0	0	0	3490	1583	1522	4782	0	0	6408	1583
Flt Permitted					0.986		0.950	0.742				
Satd. Flow (perm)	0	0	0	0	3490	1583	1522	3566	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						229						243
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	180	438	263	439	950	0	0	773	357
Shared Lane Traffic (%)							23%					
Lane Group Flow (vph)	0	0	0	0	618	263	338	1051	0	0	773	357
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				35.0	35.0	35.0					35.0	35.0
Total Split (%)				25.0%	25.0%	25.0%					25.0%	25.0%
Maximum Green (s)				28.7	28.7	28.7					29.6	29.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					28.7	28.7	64.6	94.2			29.6	29.6
Actuated g/C Ratio					0.20	0.20	0.46	0.67			0.21	0.21
v/c Ratio					0.86	0.52	0.48	0.41			0.57	0.68
Control Delay					67.1	12.9	7.1	0.9			51.4	23.1
Queue Delay					0.0	0.0	2.2	0.3			0.0	0.0
Total Delay					67.1	12.9	9.3	1.2			51.4	23.1
LOS					E	B	A	A			D	C
Approach Delay					51.0			3.1			42.5	
Approach LOS					D			A			D	
Queue Length 50th (ft)					288	25	31	3			185	94
Queue Length 95th (ft)					#383	110	m34	m3			222	212
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					715	506	702	2579			1354	526
Starvation Cap Reductn					0	0	234	751			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.86	0.52	0.72	0.57			0.57	0.68

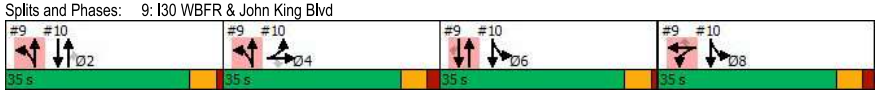
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

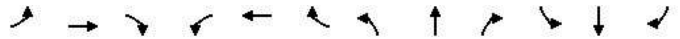
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	493	441	493	0	0	0	0	783	122	293	584	0
Future Volume (vph)	493	441	493	0	0	0	0	783	122	293	584	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	2		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	3447	1583	0	0	0	0	6408	1583	3433	3539	0
Flt Permitted		0.974								0.950		
Satd. Flow (perm)	0	3447	1583	0	0	0	0	6408	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			356						122			
Link Speed (mph)		55			30			45			30	
Link Distance (ft)		1172			4617			935			266	
Travel Time (s)		14.5			104.9			14.2			6.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	519	464	519	0	0	0	0	824	128	308	615	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	983	519	0	0	0	0	824	128	308	615	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2			

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	35.0	35.0	35.0					35.0	35.0			
Total Split (%)	25.0%	25.0%	25.0%					25.0%	25.0%			
Maximum Green (s)	28.7	28.7	28.7					29.6	29.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		28.7	28.7					29.6	29.6	64.6	99.6	
Actuated g/C Ratio		0.20	0.20					0.21	0.21	0.46	0.71	
v/c Ratio		1.43dl	0.86					0.61	0.30	0.19	0.24	
Control Delay		226.0	31.1					52.2	10.4	1.6	1.2	
Queue Delay		0.0	0.0					0.0	0.0	0.4	0.7	
Total Delay		226.0	31.1					52.2	10.4	2.0	1.9	
LOS		F	C					D	B	A	A	
Approach Delay		158.7						46.6			2.0	
Approach LOS		F						D			A	
Queue Length 50th (ft)		~626	155					199	4	1	24	
Queue Length 95th (ft)		#763	#357					237	60	m6	m25	
Internal Link Dist (ft)		1092			4537			855			186	
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		706	607					1354	430	1584	2517	
Starvation Cap Reductn		0	0					0	0	846	1483	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		1.39	0.86					0.61	0.30	0.42	0.59	

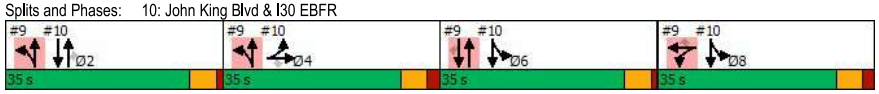
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 84.2		Intersection LOS: F	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	179	155	23	61	26	104	944	81	43	766	52
Future Volume (vph)	77	179	155	23	61	26	104	944	81	43	766	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	100		100
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.943			0.964				0.850			0.850
Flt Protected		0.991			0.990		0.950			0.950		
Satd. Flow (prot)	0	3307	0	0	3378	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.867			0.834		0.238			0.225		
Satd. Flow (perm)	0	2894	0	0	2845	0	443	3539	1583	419	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		140			28				86			73
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		972			2394			3337			865	
Travel Time (s)		18.9			46.6			50.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	82	190	165	24	65	28	111	1004	86	46	815	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	437	0	0	117	0	111	1004	86	46	815	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	29.0	29.0		29.0	29.0		14.0	50.0	50.0	11.0	47.0	47.0
Total Split (%)	32.2%	32.2%		32.2%	32.2%		15.6%	55.6%	55.6%	12.2%	52.2%	52.2%
Maximum Green (s)	24.5	24.5		24.5	24.5		9.5	45.5	45.5	6.5	42.5	42.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		12.1			12.1		29.7	25.6	25.6	26.6	22.0	22.0
Actuated g/C Ratio		0.23			0.23		0.56	0.48	0.48	0.50	0.41	0.41
v/c Ratio		0.57			0.18		0.25	0.59	0.11	0.12	0.56	0.08
Control Delay		17.2			16.5		6.3	12.9	3.2	5.8	14.5	2.7
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		17.2			16.5		6.3	12.9	3.2	5.8	14.5	2.7
LOS		B			B		A	B	A	A	B	A
Approach Delay		17.2			16.5			11.6			13.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		45			12		12	129	0	5	102	0
Queue Length 95th (ft)		104			36		36	226	21	18	189	13
Internal Link Dist (ft)		892			2314			3257			785	
Turn Bay Length (ft)							200		200	100		100
Base Capacity (vph)		1550			1470		516	2952	1334	394	2809	1271
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.28			0.08		0.22	0.34	0.06	0.12	0.29	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 53.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1153	8	0	0
Future Volume (vph)	0	0	1153	8	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1863
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1253	9	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1253	9	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1153	8	0	0
Future Vol, veh/h	0	0	1153	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1253	9	0	0

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	627
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	426
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	426
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	0
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1108	46	0	27
Future Volume (vph)	0	0	1108	46	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1204	50	0	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1204	50	0	29
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1108	46	0	27
Future Vol, veh/h	0	0	1108	46	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1204	50	0	29

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	602
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	443
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	443
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	13.7
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	443
HCM Lane V/C Ratio	-	-	0.066
HCM Control Delay (s)	-	-	13.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1059	76	0	47
Future Volume (vph)	0	0	1059	76	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1151	83	0	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1151	83	0	51
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1059	76	0	47
Future Vol, veh/h	0	0	1059	76	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1151	83	0	51

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	576
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	460
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	460
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	13.8
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	460
HCM Lane V/C Ratio	-	-	0.111
HCM Control Delay (s)	-	-	13.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	34	0	734	642	0
Future Volume (vph)	0	34	0	734	642	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3539	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3539	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	37	0	798	698	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	37	0	798	698	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	27.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	0	734	642	0
Future Vol, veh/h	0	34	0	734	642	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	0	798	698	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	349	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	647	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	647	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	647	-	-
HCM Lane V/C Ratio	-	0.057	-	-
HCM Control Delay (s)	-	10.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1	0	15	3	0	20
Future Volume (vph)	1	0	15	3	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.960		
Satd. Flow (prot)	1863	0	0	1788	1611	0
Flt Permitted				0.960		
Satd. Flow (perm)	1863	0	0	1788	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	16	3	0	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	19	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	17.7%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	0	15	3	0	20
Future Vol, veh/h	1	0	15	3	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	16	3	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	36	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	977	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	967	1084
Mov Cap-2 Maneuver	-	-	-	-	967	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	977	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.02	-	-	0.01	-
HCM Control Delay (s)	8.4	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	21	0	0	18	0	0
Future Volume (vph)	21	0	0	18	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	0	0	20	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	20	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	18	0	0
Future Vol, veh/h	21	0	0	18	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	0	0	20	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	43	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1592	-	968	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	968	1054
Mov Cap-2 Maneuver	-	-	-	-	968	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1592	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	2	9	0
Future Volume (vph)	0	0	0	2	9	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	2	10	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	2	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	2	9	0
Future Vol, veh/h	0	0	0	2	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	10	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	12	10	10	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1008	1071	1610	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1008	1071	1610	-	-	-
Mov Cap-2 Maneuver	1008	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1610	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	2	0	0	2
Future Volume (vph)	0	0	2	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2	0	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2	0	0	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	2	0	0	2
Future Vol, veh/h	0	0	2	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2	0	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1018	1082	-	-	1620	-
Stage 1	1021	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1018	1082	-	-	1620	-
Mov Cap-2 Maneuver	1018	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1620	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	2	8	0	9
Future Volume (vph)	0	0	2	8	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.890			
Flt Protected						
Satd. Flow (prot)	0	0	1658	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1658	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2	9	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	11	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	0	2	0	0	2
Future Volume (vph)	7	0	2	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1863	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	0	2	0	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	2	0	0	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	0	2	0	0	2
Future Vol, veh/h	7	0	2	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	2	0	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1018	1082	-	-	1620	-
Stage 1	1021	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1018	1082	-	-	1620	-
Mov Cap-2 Maneuver	1018	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1018	1620	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	67	63	41	420	1	335	22
Future Volume (vph)	67	63	41	420	1	335	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345		0		0
Storage Lanes	1	1	1		0		0
Taper Length (ft)	25		100		25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95
Frt		0.850				0.991	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1583	1770	3539	0	3507	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	1583	1770	3539	0	3507	0
Link Speed (mph)	35			45		45	
Link Distance (ft)	2687			952		2063	
Travel Time (s)	52.3			14.4		31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	69	65	42	433	1	345	23
Shared Lane Traffic (%)							
Lane Group Flow (vph)	69	65	42	433	0	369	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	67	63	41	420	1	335	22
Future Vol, veh/h	67	63	41	420	1	335	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	345	-	-	-	-
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	69	65	42	433	1	345	23

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	660	184	368	0	433	-	0
Stage 1	359	-	-	-	-	-	-
Stage 2	301	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	396	827	1187	-	763	-	-
Stage 1	677	-	-	-	-	-	-
Stage 2	725	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	381	827	1187	-	763	-	-
Mov Cap-2 Maneuver	486	-	-	-	-	-	-
Stage 1	653	-	-	-	-	-	-
Stage 2	724	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1187	-	486	827	-	-
HCM Lane V/C Ratio	0.036	-	0.142	0.079	-	-
HCM Control Delay (s)	8.1	-	13.6	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	32	1	455	366	33
Future Volume (vph)	17	32	1	455	366	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	400			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		150			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.913				0.988	
Flt Protected	0.983		0.950			
Satd. Flow (prot)	1672	0	1770	3539	3497	0
Flt Permitted	0.983		0.950			
Satd. Flow (perm)	1672	0	1770	3539	3497	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	608			640	952	
Travel Time (s)	13.8			9.7	14.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	18	33	1	474	381	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	1	474	415	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	32	1	455	366	33
Future Vol, veh/h	17	32	1	455	366	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	400	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	33	1	474	381	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	637	208	415	0	-	0
Stage 1	398	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	410	798	1140	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	410	798	1140	-	-	-
Mov Cap-2 Maneuver	410	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1140	-	601	-	-
HCM Lane V/C Ratio	0.001	-	0.085	-	-
HCM Control Delay (s)	8.2	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

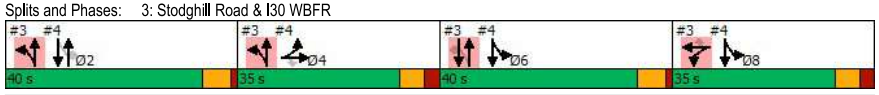
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	150	318	102	363	357	0	0	271	200
Future Volume (vph)	0	0	0	150	318	102	363	357	0	0	271	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	5085	1583
Flt Permitted				0.950			0.568					
Satd. Flow (perm)	0	0	0	1770	3539	1583	1058	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117						213
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		798			781			252			282	
Travel Time (s)		9.9			9.7			3.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	160	338	109	386	380	0	0	288	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	160	338	109	386	380	0	0	288	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8	6					6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					15.0	15.0
Minimum Split (s)				13.9	13.9	13.9					21.1	21.1
Total Split (s)				35.0	35.0	35.0					40.0	40.0
Total Split (%)				23.3%	23.3%	23.3%					26.7%	26.7%
Maximum Green (s)				28.1	28.1	28.1					33.9	33.9
Yellow Time (s)				4.3	4.3	4.3					5.0	5.0
All-Red Time (s)				2.6	2.6	2.6					1.1	1.1
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.9	6.9	6.9					6.1	6.1
Lead/Lag				Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Act Effct Green (s)				19.5	19.5	19.5	77.1	83.4			19.3	19.3
Actuated g/C Ratio				0.17	0.17	0.17	0.66	0.72			0.17	0.17
v/c Ratio				0.54	0.57	0.30	0.37	0.15			0.34	0.48
Control Delay				53.9	50.1	9.4	2.5	0.3			46.0	10.1
Queue Delay				0.0	0.0	0.0	0.3	0.1			0.0	0.0
Total Delay				53.9	50.1	9.4	2.8	0.4			46.0	10.1
LOS				D	D	A	A	A			D	B
Approach Delay					43.8			1.6			30.7	
Approach LOS					D			A			C	
Queue Length 50th (ft)				111	124	0	32	1			71	0
Queue Length 95th (ft)				211	202	47	79	2			116	71
Internal Link Dist (ft)		718			701			172			202	
Turn Bay Length (ft)				400		400						250
Base Capacity (vph)				441	882	482	1083	2969			1530	625
Starvation Cap Reductn				0	0	0	282	1678			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.36	0.38	0.23	0.48	0.29			0.19	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 116.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

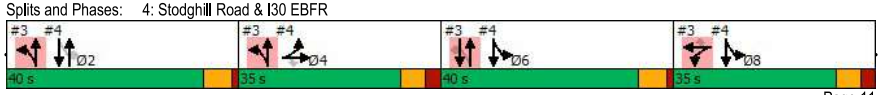
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	276	187	266	0	0	0	0	444	108	133	288	0
Future Volume (vph)	276	187	266	0	0	0	0	444	108	133	288	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	1770	3539	0
Flt Permitted	0.950									0.416		
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	775	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			274						123			
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		4617			1679			707			252	
Travel Time (s)		57.2			20.8			10.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	285	193	274	0	0	0	0	458	111	137	297	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	285	193	274	0	0	0	0	458	111	137	297	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2	2		

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	26.0	26.0	26.0					24.6	24.6	70.6	76.9	
Actuated g/C Ratio	0.22	0.22	0.22					0.21	0.21	0.61	0.66	
v/c Ratio	0.72	0.24	0.48					0.43	0.26	0.16	0.13	
Control Delay	56.0	41.2	8.4					41.9	7.2	0.4	0.1	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.2	0.2	
Total Delay	56.0	41.2	8.4					41.9	7.2	0.6	0.3	
LOS	E	D	A					D	A	A	A	
Approach Delay		34.8						35.1			0.4	
Approach LOS		C						D			A	
Queue Length 50th (ft)	194	61	0					109	0	1	0	
Queue Length 95th (ft)	#410	121	80					171	41	0	0	
Internal Link Dist (ft)		4537			1599			627			172	
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	441	882	600					1530	562	976	2641	
Starvation Cap Reductn	0	0	0					0	0	353	1605	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.65	0.22	0.46					0.30	0.20	0.22	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 116.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	1	5	0	31	0	512	7	1	6	523
Future Volume (vph)	0	0	1	5	0	31	0	512	7	1	6	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0		100	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.883			0.998				0.999
Flt Protected					0.993						0.950	
Satd. Flow (prot)	0	1611	0	0	1633	0	1863	3532	0	0	1770	3536
Flt Permitted					0.993						0.950	
Satd. Flow (perm)	0	1611	0	0	1633	0	1863	3532	0	0	1770	3536
Link Speed (mph)		30			35			45				45
Link Distance (ft)		618			749			1727				706
Travel Time (s)		14.0			14.6			26.2				10.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1	5	0	32	0	533	7	1	6	545
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	37	0	0	540	0	0	7	547
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		0			0			30				15
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	5	0	31	0	512	7	1	6	523	2
Future Vol, veh/h	0	0	1	5	0	31	0	512	7	1	6	523	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	5	0	32	0	533	7	1	6	545	2

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	827	1100	274	824	1098	270	547	0	0	541	540	0	0
Stage 1	560	560	-	537	537	-	-	-	-	-	-	-	-
Stage 2	267	540	-	287	561	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	264	211	724	265	211	728	1018	-	-	652	1025	-	-
Stage 1	480	509	-	496	521	-	-	-	-	-	-	-	-
Stage 2	715	519	-	696	508	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	251	210	724	263	210	728	1018	-	-	939	939	-	-
Mov Cap-2 Maneuver	365	328	-	378	330	-	-	-	-	-	-	-	-
Stage 1	480	505	-	496	521	-	-	-	-	-	-	-	-
Stage 2	683	519	-	690	504	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.9	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1018	-	-	724	645	939	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.058	0.008	-	-
HCM Control Delay (s)	0	-	-	10	10.9	8.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	3	0	7	9	2	2	1	2	513	4	1	12
Future Volume (vph)	3	0	7	9	2	2	1	2	513	4	1	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0		200
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				50				50
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.895			0.977				0.999			
Flt Protected		0.985			0.967			0.950				0.950
Satd. Flow (prot)	0	3120	0	0	3344	0	0	1770	3536	0	0	1770
Flt Permitted		0.985			0.967			0.950				0.950
Satd. Flow (perm)	0	3120	0	0	3344	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		607			549				1499			
Travel Time (s)		13.8			12.5				22.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	0	7	9	2	2	1	2	534	4	1	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	13	0	0	3	538	0	0	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		15			15				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	506	9
Future Volume (vph)	506	9
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3529	0
Flt Permitted		
Satd. Flow (perm)	3529	0
Link Speed (mph)	45	
Link Distance (ft)	1727	
Travel Time (s)	26.2	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	527	9
Shared Lane Traffic (%)		
Lane Group Flow (vph)	536	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	0	7	9	2	2	1	2	513	4	1	12	506	9
Future Vol, veh/h	3	0	7	9	2	2	1	2	513	4	1	12	506	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	7	9	2	2	1	2	534	4	1	13	527	9

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	834	1104	268	834	1106	269	536	536	0	0	539	538	0	0
Stage 1	560	560	-	542	542	-	-	-	-	-	-	-	-	-
Stage 2	274	544	-	292	564	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	261	210	730	261	209	729	657	1028	-	-	654	1026	-	-
Stage 1	480	509	-	492	518	-	-	-	-	-	-	-	-	-
Stage 2	709	517	-	692	507	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	256	206	730	255	205	729	862	862	-	-	983	983	-	-
Mov Cap-2 Maneuver	368	323	-	370	325	-	-	-	-	-	-	-	-	-
Stage 1	479	502	-	491	516	-	-	-	-	-	-	-	-	-
Stage 2	702	515	-	675	500	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	14.5	0.1	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	368	730	365	515	983	-	-
HCM Lane V/C Ratio	0.004	-	-	0.008	0.01	0.029	0.006	0.014	-	-
HCM Control Delay (s)	9.2	-	-	14.9	10	15.2	12	8.7	-	-
HCM Lane LOS	A	-	-	B	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0	0	-	-

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	72	386	68	19	58	532	257	70	184	44	7	252
Future Volume (vph)	72	386	68	19	58	532	257	70	184	44	7	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	420		0		320		320	340		340		150
Storage Lanes	1		1		1		1	1		1		1
Taper Length (ft)	50				50			100				50
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0	1770
Flt Permitted	0.350				0.455			0.602				0.599
Satd. Flow (perm)	652	3539	1583	0	848	3539	1583	1121	3539	1583	0	1116
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			127				268			127		
Link Speed (mph)		50				50			45			
Link Distance (ft)		997				1087			787			
Travel Time (s)		13.6				14.8			11.9			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	75	402	71	20	60	554	268	73	192	46	7	263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	402	71	0	80	554	268	73	192	46	0	270
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		15				15			15			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt
Protected Phases	5	2			1	6		7	4			3
Permitted Phases	2		2	1	6		6	4		4	3	8

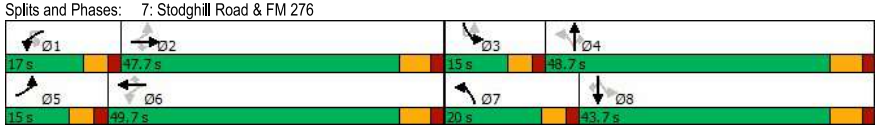
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	201	88
Future Volume (vph)	201	88
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		127
Link Speed (mph)	45	
Link Distance (ft)	1499	
Travel Time (s)	22.7	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	209	92
Shared Lane Traffic (%)		
Lane Group Flow (vph)	209	92
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	15	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Detector Phase	5	2	2	1	1	6	6	7	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6	10.6
Total Split (s)	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0	15.0
Total Split (%)	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%	11.7%
Maximum Green (s)	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4	9.4
Yellow Time (s)	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7		5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max	Max	None	Max	Max	None	None
Walk Time (s)		11.0	11.0			10.0	10.0		11.0	11.0		
Flash Dont Walk (s)		30.0	30.0			33.0	33.0		31.0	31.0		
Pedestrian Calls (#/hr)		0	0			0	0		0	0		
Act Effct Green (s)	50.5	42.6	42.6		51.6	43.1	43.1	51.6	42.1	42.1		54.1
Actuated g/C Ratio	0.40	0.34	0.34		0.41	0.35	0.35	0.41	0.34	0.34		0.43
v/c Ratio	0.22	0.33	0.11		0.19	0.45	0.37	0.14	0.16	0.07		0.51
Control Delay	21.6	32.4	0.5		21.1	33.9	5.1	20.7	30.4	0.2		27.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	21.6	32.4	0.5		21.1	33.9	5.1	20.7	30.4	0.2		27.7
LOS	C	C	A		C	C	A	C	C	A		C
Approach Delay		26.8				24.2			23.6			
Approach LOS		C				C			C			
Queue Length 50th (ft)	34	130	0		37	188	0	34	58	0		141
Queue Length 95th (ft)	64	181	2		68	245	60	64	90	0		210
Internal Link Dist (ft)		917				1007			707			
Turn Bay Length (ft)	420				320		320	340		340		150
Base Capacity (vph)	351	1207	623		445	1221	721	592	1192	618		532
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0		0
Reduced v/c Ratio	0.21	0.33	0.11		0.18	0.45	0.37	0.12	0.16	0.07		0.51

Intersection Summary

Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 124.9
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 25.0 Intersection LOS: C
Intersection Capacity Utilization 60.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	SBT	SBR
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	43.7	43.7
Total Split (s)	43.7	43.7
Total Split (%)	34.0%	34.0%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.7	4.7
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	8.0	8.0
Flash Dont Walk (s)	29.0	29.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	45.6	45.6
Actuated g/C Ratio	0.37	0.37
v/c Ratio	0.31	0.14
Control Delay	32.6	2.5
Queue Delay	0.0	0.0
Total Delay	32.6	2.5
LOS	C	A
Approach Delay	25.4	
Approach LOS	C	
Queue Length 50th (ft)	129	0
Queue Length 95th (ft)	205	18
Internal Link Dist (ft)	1419	
Turn Bay Length (ft)		
Base Capacity (vph)	680	659
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.31	0.14

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1926	25	0	21
Future Volume (vph)	0	0	1926	25	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3532	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3532	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	2116	27	0	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2143	0	0	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1926	25	0	21
Future Vol, veh/h	0	0	1926	25	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2116	27	0	23

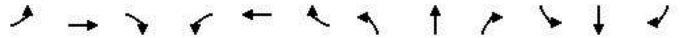
Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1072
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	216
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	216
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	23.7
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	216
HCM Lane V/C Ratio	-	-	0.107
HCM Control Delay (s)	-	-	23.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	193	512	205	288	673	0	0	626	329
Future Volume (vph)	0	0	0	193	512	205	288	673	0	0	626	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.987		0.950	0.996				
Satd. Flow (prot)	0	0	0	0	3493	1583	1522	4787	0	0	6408	1583
Flt Permitted					0.987		0.950	0.878				
Satd. Flow (perm)	0	0	0	0	3493	1583	1522	4220	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						216						334
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	203	539	216	303	708	0	0	659	346
Shared Lane Traffic (%)							19%					
Lane Group Flow (vph)	0	0	0	0	742	216	245	766	0	0	659	346
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				35.0	35.0	35.0					35.0	35.0
Total Split (%)				25.0%	25.0%	25.0%					25.0%	25.0%
Maximum Green (s)				28.7	28.7	28.7					29.6	29.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					28.7	28.7	64.6	94.2			29.6	29.6
Actuated g/C Ratio					0.20	0.20	0.46	0.67			0.21	0.21
v/c Ratio					1.04	0.44	0.35	0.28			0.49	0.58
Control Delay					96.8	8.6	5.5	0.6			49.9	9.7
Queue Delay					0.0	0.0	0.9	0.1			0.0	0.0
Total Delay					96.8	8.6	6.4	0.7			49.9	9.7
LOS					F	A	A	A			D	A
Approach Delay					76.9			2.1			36.1	
Approach LOS					E			A			D	
Queue Length 50th (ft)					~382	0	16	1			154	9
Queue Length 95th (ft)					#511	70	m27	m1			188	99
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					716	496	702	2720			1354	598
Starvation Cap Reductn					0	0	240	805			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					1.04	0.44	0.53	0.40			0.49	0.58

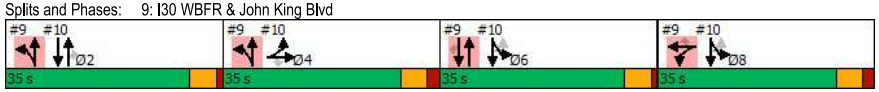
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 37.7		Intersection LOS: D	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	390	242	325	0	0	0	0	562	156	1	229	590
Future Volume (vph)	390	242	325	0	0	0	0	562	156	1	229	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150		0	
Storage Lanes	0		1	0		0	0		1		2	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.95	0.97	0.95
Frt			0.850						0.850			
Flt Protected		0.970									0.950	
Satd. Flow (prot)	0	3433	1583	0	0	0	0	6408	1583	0	3433	3539
Flt Permitted		0.970									0.406	
Satd. Flow (perm)	0	3433	1583	0	0	0	0	6408	1583	0	1467	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			339						163			
Link Speed (mph)		55			30			45				30
Link Distance (ft)		1172			4617			935				266
Travel Time (s)		14.5			104.9			14.2				6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	406	252	339	0	0	0	0	585	163	1	239	615
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	658	339	0	0	0	0	585	163	0	240	615
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	Prot	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8		

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	35.0	35.0	35.0					35.0	35.0			
Total Split (%)	25.0%	25.0%	25.0%					25.0%	25.0%			
Maximum Green (s)	28.7	28.7	28.7					29.6	29.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		28.7	28.7					29.6	29.6		64.6	99.6
Actuated g/C Ratio		0.20	0.20					0.21	0.21		0.46	0.71
v/c Ratio		1.12dl	0.57					0.43	0.35		0.36	0.24
Control Delay		76.1	8.7					49.1	8.7		5.0	1.6
Queue Delay		0.0	0.0					0.0	0.0		1.3	0.7
Total Delay		76.1	8.7					49.1	8.7		6.3	2.2
LOS		E	A					D	A		A	A
Approach Delay		53.2						40.3				3.4
Approach LOS		D						D				A
Queue Length 50th (ft)		313	0					135	0		9	36
Queue Length 95th (ft)		#430	87					168	60		m18	m30
Internal Link Dist (ft)		1092			4537			855				186
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		703	594					1354	463		676	2517
Starvation Cap Reductn		0	0					0	0		257	1477
Spillback Cap Reductn		0	0					0	0		0	0
Storage Cap Reductn		0	0					0	0		0	0
Reduced v/c Ratio		0.94	0.57					0.43	0.35		0.57	0.59

Intersection Summary

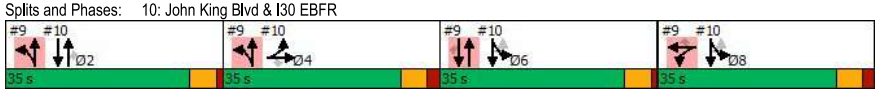
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 33.1 Intersection LOS: C
Intersection Capacity Utilization 50.3% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		10.0	7.0
Minimum Split (s)		22.5	47.3
Total Split (s)		35.0	35.0
Total Split (%)		25%	25%
Maximum Green (s)		29.6	28.7
Yellow Time (s)		4.3	4.3
All-Red Time (s)		1.1	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	36.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	56	79	181	26	30	19	1	93	743	33	35	699
Future Volume (vph)	56	79	181	26	30	19	1	93	743	33	35	699
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		200	100	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95
Frt		0.914			0.962					0.850		
Flt Protected		0.991			0.983			0.950			0.950	
Satd. Flow (prot)	0	3206	0	0	3347	0	0	1770	3539	1583	1770	3539
Flt Permitted		0.884			0.779			0.258			0.353	
Satd. Flow (perm)	0	2860	0	0	2652	0	0	481	3539	1583	658	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		193			20					73		
Link Speed (mph)		35			35				45			45
Link Distance (ft)		972			2394				3337			865
Travel Time (s)		18.9			46.6				50.6			13.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	60	84	193	28	32	20	1	99	790	35	37	744
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	337	0	0	80	0	0	100	790	35	37	744
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			30
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2		1	1	2	1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8			2	2		2	6	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	32
Shared Lane Traffic (%)	
Lane Group Flow (vph)	32
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4		8	8		2	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	29.0	29.0		29.0	29.0		49.0	15.0	49.0	49.0	12.0	46.0
Total Split (%)	32.2%	32.2%		32.2%	32.2%		54.4%	16.7%	54.4%	54.4%	13.3%	51.1%
Maximum Green (s)	24.5	24.5		24.5	24.5		44.5	10.5	44.5	44.5	7.5	41.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0		7.0		7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0		0		0	0		0
Act Effct Green (s)		8.4			8.4			24.3	21.6	21.6	20.7	16.3
Actuated g/C Ratio		0.19			0.19			0.56	0.50	0.50	0.48	0.38
v/c Ratio		0.48			0.15			0.20	0.45	0.04	0.08	0.56
Control Delay		10.7			14.6			4.9	9.2	1.1	4.5	13.4
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		10.7			14.6			4.9	9.2	1.1	4.5	13.4
LOS		B			B			A	A	A	A	B
Approach Delay		10.7			14.6				8.4			12.5
Approach LOS		B			B				A			B
Queue Length 50th (ft)		17			6			8	41	0	3	79
Queue Length 95th (ft)		52			24			24	140	5	12	141
Internal Link Dist (ft)		892			2314				3257			785
Turn Bay Length (ft)								200		200	100	
Base Capacity (vph)		1826			1631			617	3307	1484	540	3180
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.18			0.05			0.16	0.24	0.02	0.07	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 43.3			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	46.0
Total Split (%)	51.1%
Maximum Green (s)	41.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	16.3
Actuated g/C Ratio	0.38
v/c Ratio	0.05
Control Delay	1.0
Queue Delay	0.0
Total Delay	1.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	4
Internal Link Dist (ft)	
Turn Bay Length (ft)	100
Base Capacity (vph)	1430
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.02

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1177	16	0	0
Future Volume (vph)	0	0	1177	16	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1863
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1279	17	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1279	17	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1177	16	0	0
Future Vol, veh/h	0	0	1177	16	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1279	17	0	0

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	640
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	418
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	418
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	0
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1084	93	0	62
Future Volume (vph)	0	0	1084	93	0	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1178	101	0	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1178	101	0	67
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1084	93	0	62
Future Vol, veh/h	0	0	1084	93	0	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1178	101	0	67

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	589
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	452
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	452
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	14.4
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	452
HCM Lane V/C Ratio	-	-	0.149
HCM Control Delay (s)	-	-	14.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	991	156	0	109
Future Volume (vph)	0	0	991	156	0	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1077	170	0	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1077	170	0	118
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	991	156	0	109
Future Vol, veh/h	0	0	991	156	0	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1077	170	0	118

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	539
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	487
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	487
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	14.8
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	487
HCM Lane V/C Ratio	-	-	0.243
HCM Control Delay (s)	-	-	14.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.9

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	78	0	458	391	0
Future Volume (vph)	0	78	0	458	391	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3539	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3539	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	85	0	498	425	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	85	0	498	425	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	78	0	458	391	0
Future Vol, veh/h	0	78	0	458	391	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	85	0	498	425	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	213	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	792	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	792	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	792	-	-
HCM Lane V/C Ratio	-	0.107	-	-
HCM Control Delay (s)	-	10.1	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2	0	31	6	0	47
Future Volume (vph)	2	0	31	6	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.960		
Satd. Flow (prot)	1863	0	0	1788	1611	0
Flt Permitted				0.960		
Satd. Flow (perm)	1863	0	0	1788	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	0	34	7	0	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	41	51	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	0	31	6	0	47
Future Vol, veh/h	2	0	31	6	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	34	7	0	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2	0	77	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1620	-	926	1082
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1620	-	907	1082
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.1	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1082	-	-	1620	-
HCM Lane V/C Ratio	0.047	-	-	0.021	-
HCM Control Delay (s)	8.5	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	49	0	0	37	0	0
Future Volume (vph)	49	0	0	37	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	0	0	40	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	40	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	49	0	0	37	0	0
Future Vol, veh/h	49	0	0	37	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	0	0	40	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	53	0	93	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1553	-	907	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1553	-	907	1014
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1553	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	9	21	0
Future Volume (vph)	0	0	0	9	21	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	10	23	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	10	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	9	21	0
Future Vol, veh/h	0	0	0	9	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	23	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	23	23	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	980	1054	1592	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1054	1592	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1592	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	9	0	0	5
Future Volume (vph)	0	0	9	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	10	0	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	10	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	9	0	0	5
Future Vol, veh/h	0	0	9	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	10	0	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1004	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1071	-	-	1610	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT
Capacity (veh/h)	-	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	9	16	0	21
Future Volume (vph)	0	0	9	16	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.915			
Flt Protected						
Satd. Flow (prot)	0	0	1704	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1704	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	10	17	0	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	27	0	0	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	0	9	0	0	5
Future Volume (vph)	16	0	9	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1863	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	0	10	0	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	10	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	9	0	0	5
Future Vol, veh/h	16	0	9	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	10	0	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1004	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1071	-	-	1610	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1004	1610	-
HCM Lane V/C Ratio	-	-	0.017	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	132	192	77	809	496	30
Future Volume (vph)	132	192	77	809	496	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.991	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3507	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3507	0
Link Speed (mph)	35			45	45	
Link Distance (ft)	2687			952	2063	
Travel Time (s)	52.3			14.4	31.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	145	211	85	889	545	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	211	85	889	578	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	132	192	77	809	496	30
Future Vol, veh/h	132	192	77	809	496	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	345	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	211	85	889	545	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1177	289	578	0	-	0
Stage 1	562	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	184	708	992	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	168	708	992	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	992	-	303	708	-	-
HCM Lane V/C Ratio	0.085	-	0.479	0.298	-	-
HCM Control Delay (s)	9	-	27.3	12.2	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	2.5	1.2	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	1	3	1	884	2	690	0
Future Volume (vph)	0	1	3	1	884	2	690	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400		0		0
Storage Lanes	1	0		1		0		0
Taper Length (ft)	25			150		25		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt	0.865							
Flt Protected				0.950				
Satd. Flow (prot)	1611	0	0	1770	3539	0	3539	0
Flt Permitted				0.950				
Satd. Flow (perm)	1611	0	0	1770	3539	0	3539	0
Link Speed (mph)	30				45		45	
Link Distance (ft)	304				922		952	
Travel Time (s)	6.9				14.0		14.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1	3	1	940	2	734	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1	0	0	4	940	0	736	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				12		12	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	16				16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	1	3	1	884	2	690	0
Future Vol, veh/h	0	1	3	1	884	2	690	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	400	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	3	1	940	2	734	0

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	1216	367	734	734	0	940	-	0
Stage 1	738	-	-	-	-	-	-	-
Stage 2	478	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	173	630	491	867	-	363	-	-
Stage 1	434	-	-	-	-	-	-	-
Stage 2	590	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	170	630	550	550	-	363	-	-
Mov Cap-2 Maneuver	170	-	-	-	-	-	-	-
Stage 1	431	-	-	-	-	-	-	-
Stage 2	585	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	550	-	630	-	-
HCM Lane V/C Ratio	0.008	-	0.002	-	-
HCM Control Delay (s)	11.6	-	10.7	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	217	179	124	1	413	729	0	0	392
Future Volume (vph)	0	0	0	217	179	124	1	413	729	0	0	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400		0		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	25			150				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	1770	3539	1583	0	1770	3539	0	0	5085
Flt Permitted				0.950				0.438				
Satd. Flow (perm)	0	0	0	1770	3539	1583	0	816	3539	0	0	5085
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						128						
Link Speed (mph)		55			55				45			45
Link Distance (ft)		2617			781				252			922
Travel Time (s)		32.4			9.7				3.8			14.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	224	185	128	1	426	752	0	0	404
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	224	185	128	0	427	752	0	0	404
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				1	2	1	1	1	2			2
Detector Template				Left	Thru	Right	Left	Left	Thru			Thru
Leading Detector (ft)				20	100	20	20	20	100			100
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				20	6	20	20	20	6			6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)					94				94			94
Detector 2 Size(ft)					6				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type				Split	NA	Perm	custom	D.P+P	NA			NA
Protected Phases				8	8			2 4	2 4 6			6
Permitted Phases						8	2 4	6				

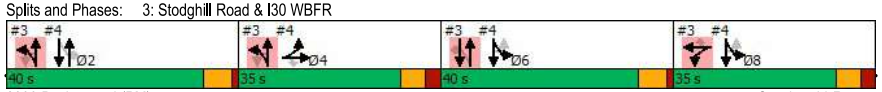
Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	339		
Future Volume (vph)	339		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	250		
Storage Lanes	1		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt	0.850		
Flt Protected			
Satd. Flow (prot)	1583		
Flt Permitted			
Satd. Flow (perm)	1583		
Right Turn on Red	Yes		
Satd. Flow (RTOR)	349		
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.97		
Adj. Flow (vph)	349		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	349		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors	1		
Detector Template	Right		
Leading Detector (ft)	20		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	20		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type	Perm		
Protected Phases		2	4
Permitted Phases	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase				8	8	8	2 4	2 4	2 4 6			6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0						15.0
Minimum Split (s)				13.9	13.9	13.9						21.1
Total Split (s)				35.0	35.0	35.0						40.0
Total Split (%)				23.3%	23.3%	23.3%						26.7%
Maximum Green (s)				28.1	28.1	28.1						33.9
Yellow Time (s)				4.3	4.3	4.3						5.0
All-Red Time (s)				2.6	2.6	2.6						1.1
Lost Time Adjust (s)				0.0	0.0	0.0						0.0
Total Lost Time (s)				6.9	6.9	6.9						6.1
Lead/Lag				Lag	Lag	Lag						Lead
Lead-Lag Optimize?				Yes	Yes	Yes						Yes
Vehicle Extension (s)				3.0	3.0	3.0						3.0
Recall Mode				None	None	None						None
Act Effct Green (s)				24.0	24.0	24.0		98.7	104.8			29.6
Actuated g/C Ratio				0.17	0.17	0.17		0.70	0.74			0.21
v/c Ratio				0.75	0.31	0.34		0.41	0.29			0.38
Control Delay				72.9	53.5	10.7		0.4	0.0			49.5
Queue Delay				0.0	0.0	0.0		0.8	0.9			0.0
Total Delay				72.9	53.5	10.7		1.2	1.0			49.5
LOS				E	D	B		A	A			D
Approach Delay					51.4				1.1			30.6
Approach LOS					D				A			C
Queue Length 50th (ft)				206	82	0		2	0			122
Queue Length 95th (ft)				304	122	58		m2	m0			158
Internal Link Dist (ft)		2537			701				172			842
Turn Bay Length (ft)				400		400						
Base Capacity (vph)				352	705	417		1017	2697			1222
Starvation Cap Reductn				0	0	0		317	1584			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.64	0.26	0.31		0.61	0.68			0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 141.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.54			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 94.5%		ICU Level of Service F	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	SBR	Ø2	Ø4
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	15.0	15.0	7.0
Minimum Split (s)	21.1	21.1	13.9
Total Split (s)	40.0	40.0	35.0
Total Split (%)	26.7%	27%	23%
Maximum Green (s)	33.9	33.9	28.1
Yellow Time (s)	5.0	5.0	4.3
All-Red Time (s)	1.1	1.1	2.6
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.1		
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Act Effct Green (s)	29.6		
Actuated g/C Ratio	0.21		
v/c Ratio	0.58		
Control Delay	8.6		
Queue Delay	0.0		
Total Delay	8.6		
LOS	A		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	0		
Queue Length 95th (ft)	88		
Internal Link Dist (ft)			
Turn Bay Length (ft)	250		
Base Capacity (vph)	645		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.54		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	494	398	359	0	0	0	0	669	303	1	170	420
Future Volume (vph)	494	398	359	0	0	0	0	669	303	1	170	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200		0	
Storage Lanes	1		1	0		0	0		1		1	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.95	1.00	0.95
Frt			0.850						0.850			
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	0	1770	3539
Flt Permitted	0.950										0.224	
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	0	417	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			395						333			
Link Speed (mph)		55			55			45				45
Link Distance (ft)		4617			1679			707				252
Travel Time (s)		57.2			20.8			10.7				3.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	543	437	395	0	0	0	0	735	333	1	187	462
Shared Lane Traffic (%)												
Lane Group Flow (vph)	543	437	395	0	0	0	0	735	333	0	188	462
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			15				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	D.P+P	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8	2	

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.91		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

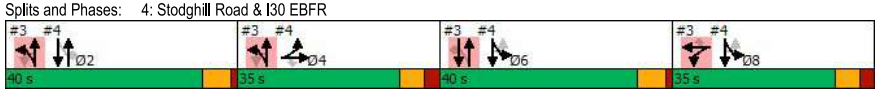
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.3	28.3	28.3					33.9	33.9		94.4	100.5
Actuated g/C Ratio	0.20	0.20	0.20					0.24	0.24		0.67	0.71
v/c Ratio	1.54	0.62	0.63					0.60	0.53		0.22	0.18
Control Delay	295.3	57.8	9.5					51.7	7.9		0.8	0.4
Queue Delay	0.0	0.0	0.0					0.0	0.0		0.5	0.6
Total Delay	295.3	57.8	9.5					51.7	7.9		1.3	1.1
LOS	F	E	A					D	A		A	A
Approach Delay		137.7						38.0				1.1
Approach LOS		F						D				A
Queue Length 50th (ft)	~761	210	0					239	0		2	2
Queue Length 95th (ft)	#998	272	100					289	85		2	2
Internal Link Dist (ft)		4537			1599			627				172
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	352	705	631					1222	633		902	2483
Starvation Cap Reductn	0	0	0					0	0		395	1611
Spillback Cap Reductn	0	0	0					0	0		0	0
Storage Cap Reductn	0	0	0					0	0		0	0
Reduced v/c Ratio	1.54	0.62	0.63					0.60	0.53		0.37	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 141.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.54			
Intersection Signal Delay: 74.6		Intersection LOS: E	
Intersection Capacity Utilization 94.5%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		15.0	7.0
Minimum Split (s)		21.1	13.9
Total Split (s)		40.0	35.0
Total Split (%)		27%	23%
Maximum Green (s)		33.9	28.1
Yellow Time (s)		5.0	4.3
All-Red Time (s)		1.1	2.6
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	0	0	25	0	131	1	0	839	11	42	747
Future Volume (vph)	2	0	0	25	0	131	1	0	839	11	42	747
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		200		0	100	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt					0.886				0.998			
Flt Protected		0.950			0.992			0.950			0.950	
Satd. Flow (prot)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Flt Permitted		0.950			0.992			0.950			0.950	
Satd. Flow (perm)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Link Speed (mph)		30			35				45			45
Link Distance (ft)		618			749				1727			706
Travel Time (s)		14.0			14.6				26.2			10.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	0	0	27	0	144	1	0	922	12	46	821
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	171	0	0	1	934	0	46	821
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			15
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	9	60		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	0	0	25	0	131	1	0	839	11	42	747	0
Future Vol, veh/h	2	0	0	25	0	131	1	0	839	11	42	747	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	27	0	144	1	0	922	12	46	821	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1376	1849	411	1433	1843	467	821	821	0	0	934	0	0
Stage 1	913	913	-	930	930	-	-	-	-	-	-	-	-
Stage 2	463	936	-	503	913	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	104	74	590	95	74	542	432	804	-	-	729	-	0
Stage 1	294	350	-	287	344	-	-	-	-	-	-	-	0
Stage 2	548	342	-	519	350	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	73	69	590	90	69	542	432	432	-	-	729	-	-
Mov Cap-2 Maneuver	180	173	-	202	184	-	-	-	-	-	-	-	-
Stage 1	293	328	-	286	343	-	-	-	-	-	-	-	-
Stage 2	402	341	-	486	328	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.2	19	0	0.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	432	-	-	180	427	729	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.401	0.063	-
HCM Control Delay (s)	13.4	-	-	25.2	19	10.3	-
HCM Lane LOS	B	-	-	D	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0	1.9	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1	54	28	6	56	17	659	13	23	714	41
Future Volume (vph)	114	1	54	28	6	56	17	659	13	23	714	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.907			0.997			0.992	
Flt Protected		0.967			0.985		0.950			0.950		
Satd. Flow (prot)	0	3258	0	0	3162	0	1770	3529	0	1770	3511	0
Flt Permitted		0.967			0.985		0.950			0.950		
Satd. Flow (perm)	0	3258	0	0	3162	0	1770	3529	0	1770	3511	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		607			549			1499			1727	
Travel Time (s)		13.8			12.5			22.7			26.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	127	1	60	31	7	62	19	732	14	26	793	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	100	0	19	746	0	26	839	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	114	1	54	28	6	56	17	659	13	23	714	41
Future Vol, veh/h	114	1	54	28	6	56	17	659	13	23	714	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	127	1	60	31	7	62	19	732	14	26	793	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1276	1652	420	1226	1668	373	839	0	0	746	0	0
Stage 1	868	868	-	777	777	-	-	-	-	-	-	-
Stage 2	408	784	-	449	891	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 124	98	582	135	95	624	791	-	-	858	-	-
Stage 1	314	368	-	356	405	-	-	-	-	-	-	-
Stage 2	591	402	-	559	359	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 104	93	582	116	90	624	791	-	-	858	-	-
Mov Cap-2 Maneuver	215	207	-	233	204	-	-	-	-	-	-	-
Stage 1	306	357	-	347	395	-	-	-	-	-	-	-
Stage 2	511	392	-	485	348	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.3	16.1	0.2	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	791	-	-	215	572	230	565	858	-	-
HCM Lane V/C Ratio	0.024	-	-	0.592	0.106	0.15	0.116	0.03	-	-
HCM Control Delay (s)	9.7	-	-	43.4	12	23.4	12.2	9.3	-	-
HCM Lane LOS	A	-	-	E	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.3	0.4	0.5	0.4	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	86	720	161	15	102	522	319	102	304	92	9
Future Volume (vph)	1	86	720	161	15	102	522	319	102	304	92	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		0		320		320	340		340	
Storage Lanes		1		1		1		1	1		1	
Taper Length (ft)		50				50			100			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0
Flt Permitted		0.365				0.205			0.376			
Satd. Flow (perm)	0	680	3539	1583	0	382	3539	1583	700	3539	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				168				332			127	
Link Speed (mph)			50				50			45		
Link Distance (ft)			997				1087			787		
Travel Time (s)			13.6				14.8			11.9		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	90	750	168	16	106	544	332	106	317	96	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	750	168	0	122	544	332	106	317	96	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA
Median Width(ft)			15				15			15		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	9
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom
Protected Phases		5	2			1	6		7	4		
Permitted Phases	5	2		2	1	6		6	4		4	3

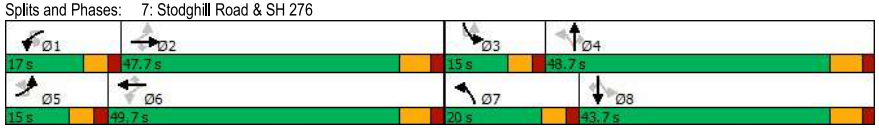
Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	374	324	84
Future Volume (vph)	374	324	84
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		0
Storage Lanes	1		1
Taper Length (ft)	50		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1770	1863	1583
Flt Permitted	0.539		
Satd. Flow (perm)	1004	1863	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			127
Link Speed (mph)		45	
Link Distance (ft)		1499	
Travel Time (s)		22.7	
Peak Hour Factor	0.96	0.96	0.96
Adj. Flow (vph)	390	338	88
Shared Lane Traffic (%)			
Lane Group Flow (vph)	399	338	88
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		15	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	Perm
Protected Phases	3	8	
Permitted Phases	8		8

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Detector Phase	5	5	2	2	1	1	6	6	7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6
Total Split (s)	15.0	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0
Total Split (%)	11.7%	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%
Maximum Green (s)	9.4	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4
Yellow Time (s)	3.6	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max	Max	None	Max	Max	None
Walk Time (s)			11.0	11.0			10.0	10.0		11.0	11.0	
Flash Dont Walk (s)			30.0	30.0			33.0	33.0		31.0	31.0	
Pedestrian Calls (#/hr)			0	0			0	0		0	0	
Act Effct Green (s)		51.1	41.5	41.5		54.1	43.0	43.0	53.0	42.0	42.0	
Actuated g/C Ratio		0.40	0.33	0.33		0.42	0.34	0.34	0.42	0.33	0.33	
v/c Ratio		0.26	0.65	0.27		0.45	0.46	0.44	0.28	0.27	0.16	
Control Delay		22.1	40.2	5.7		25.9	34.7	5.1	22.5	32.4	2.8	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		22.1	40.2	5.7		25.9	34.7	5.1	22.5	32.4	2.8	
LOS		C	D	A		C	C	A	C	C	A	
Approach Delay			32.8				23.8			24.9		
Approach LOS			C				C			C		
Queue Length 50th (ft)		42	280	0		58	185	0	50	102	0	
Queue Length 95th (ft)		76	353	51		97	241	65	87	142	21	
Internal Link Dist (ft)			917				1007			707		
Turn Bay Length (ft)		420				320		320	340		340	
Base Capacity (vph)		357	1153	628		290	1193	753	436	1165	606	
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	
Reduced v/c Ratio		0.25	0.65	0.27		0.42	0.46	0.44	0.24	0.27	0.16	

Intersection Summary

Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 127.5
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 30.9 Intersection LOS: C
Intersection Capacity Utilization 76.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Stodghill Road & SH 276



Lane Group	SBL	SBT	SBR
Detector Phase	3	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.6	43.7	43.7
Total Split (s)	15.0	43.7	43.7
Total Split (%)	11.7%	34.0%	34.0%
Maximum Green (s)	9.4	37.0	37.0
Yellow Time (s)	3.6	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.7	6.7
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	Max	Max
Walk Time (s)		8.0	8.0
Flash Dont Walk (s)		29.0	29.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	52.0	41.5	41.5
Actuated g/C Ratio	0.41	0.33	0.33
v/c Ratio	0.86	0.56	0.15
Control Delay	49.9	40.5	2.3
Queue Delay	0.0	0.0	0.0
Total Delay	49.9	40.5	2.3
LOS	D	D	A
Approach Delay		41.0	
Approach LOS		D	
Queue Length 50th (ft)	229	232	0
Queue Length 95th (ft)	#417	345	15
Internal Link Dist (ft)		1419	
Turn Bay Length (ft)	150		
Base Capacity (vph)	465	605	600
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.86	0.56	0.15

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1945	2	0	2
Future Volume (vph)	0	0	1945	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	2617		462	
Travel Time (s)		24.9	32.4		9.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	2262	2	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2264	0	0	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 63.8% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1945	2	0	2
Future Vol, veh/h	0	0	1945	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2262	2	0	2

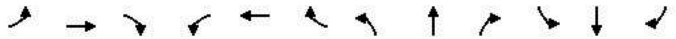
Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1132
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	197
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	197
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	23.5
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	197
HCM Lane V/C Ratio	-	-	0.012
HCM Control Delay (s)	-	-	23.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	169	467	260	461	985	0	0	799	374
Future Volume (vph)	0	0	0	169	467	260	461	985	0	0	799	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.987		0.950	0.995				
Satd. Flow (prot)	0	0	0	0	3493	1583	1522	4782	0	0	6408	1583
Flt Permitted					0.987		0.950	0.668				
Satd. Flow (perm)	0	0	0	0	3493	1583	1522	3210	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						194						198
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	184	508	283	501	1071	0	0	868	407
Shared Lane Traffic (%)							24%					
Lane Group Flow (vph)	0	0	0	0	692	283	381	1191	0	0	868	407
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				40.0	40.0	40.0					30.0	30.0
Total Split (%)				28.6%	28.6%	28.6%					21.4%	21.4%
Maximum Green (s)				33.7	33.7	33.7					24.6	24.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					33.7	33.7	64.6	89.2			24.6	24.6
Actuated g/C Ratio					0.24	0.24	0.46	0.64			0.18	0.18
v/c Ratio					0.82	0.54	0.54	0.49			0.77	0.92
Control Delay					59.7	18.7	5.5	0.9			60.4	56.3
Queue Delay					0.0	0.0	10.5	1.0			0.0	0.0
Total Delay					59.7	18.7	16.0	1.9			60.4	56.3
LOS					E	B	B	A			E	E
Approach Delay					47.8			5.3			59.1	
Approach LOS					D			A			E	
Queue Length 50th (ft)					316	66	30	4			221	203
Queue Length 95th (ft)					393	161	m30	m4			262	#405
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					840	528	702	2454			1125	441
Starvation Cap Reductn					0	0	288	920			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.82	0.54	0.92	0.78			0.77	0.92

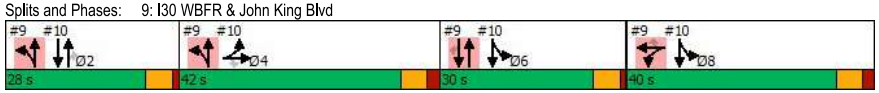
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 34.1		Intersection LOS: C	
Intersection Capacity Utilization 98.1%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	28.0	42.0
Total Split (%)	20%	30%
Maximum Green (s)	22.6	35.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

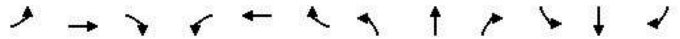
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	554	504	561	0	0	0	0	890	125	328	640	0
Future Volume (vph)	554	504	561	0	0	0	0	890	125	328	640	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	2		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.975								0.950		
Satd. Flow (prot)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Flt Permitted		0.975								0.950		
Satd. Flow (perm)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			290						117			
Link Speed (mph)		55			30			45			30	
Link Distance (ft)		1172			4617			935			266	
Travel Time (s)		14.5			104.9			14.2			6.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	583	531	591	0	0	0	0	937	132	345	674	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1114	591	0	0	0	0	937	132	345	674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2			

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	42.0	42.0	42.0					28.0	28.0			
Total Split (%)	30.0%	30.0%	30.0%					20.0%	20.0%			
Maximum Green (s)	35.7	35.7	35.7					22.6	22.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		35.7	35.7					22.6	22.6	64.6	92.6	
Actuated g/C Ratio		0.26	0.26					0.16	0.16	0.46	0.66	
v/c Ratio		1.29dl	0.95					0.91	0.37	0.22	0.29	
Control Delay		171.2	52.7					70.5	14.8	1.1	1.5	
Queue Delay		0.0	0.0					0.0	0.0	0.8	1.5	
Total Delay		171.2	52.7					70.5	14.8	1.9	3.0	
LOS		F	D					E	B	A	A	
Approach Delay		130.1						63.6			2.6	
Approach LOS		F						E			A	
Queue Length 50th (ft)		~670	309					246	12	1	31	
Queue Length 95th (ft)		#808	#558					#305	73	m5	33	
Internal Link Dist (ft)		1092			4537			855			186	
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		880	619					1034	353	1584	2340	
Starvation Cap Reductn		0	0					0	0	912	1423	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		1.27	0.95					0.91	0.37	0.51	0.74	

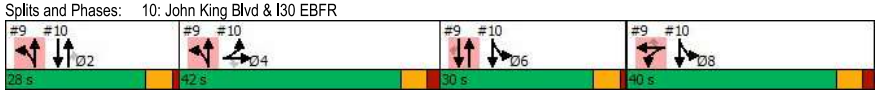
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 77.1		Intersection LOS: E	
Intersection Capacity Utilization 98.1%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	30.0	40.0
Total Split (%)	21%	29%
Maximum Green (s)	24.6	33.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR

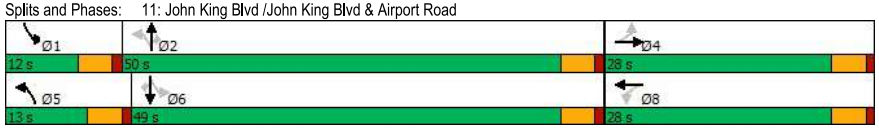


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	208	179	26	71	30	120	1049	93	41	859	60
Future Volume (vph)	89	208	179	26	71	30	120	1049	93	41	859	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	100		100
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.944			0.965				0.850			0.850
Flt Protected		0.991			0.990		0.950			0.950		
Satd. Flow (prot)	0	3311	0	0	3381	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.859			0.821		0.203			0.179		
Satd. Flow (perm)	0	2870	0	0	2804	0	378	3539	1583	333	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		135			32				99			73
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		972			2394			3337			865	
Travel Time (s)		18.9			46.6			50.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	95	221	190	28	76	32	128	1116	99	44	914	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	506	0	0	136	0	128	1116	99	44	914	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	50.0	50.0	12.0	49.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	55.6%	55.6%	13.3%	54.4%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	45.5	45.5	7.5	44.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		14.9			14.9		34.5	30.4	30.4	31.4	26.7	26.7
Actuated g/C Ratio		0.24			0.24		0.56	0.50	0.50	0.51	0.44	0.44
v/c Ratio		0.63			0.19		0.32	0.63	0.12	0.13	0.59	0.09
Control Delay		20.8			18.3		7.8	14.4	3.1	6.6	15.6	3.1
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		20.8			18.3		7.8	14.4	3.1	6.6	15.6	3.1
LOS		C			B		A	B	A	A	B	A
Approach Delay		20.8			18.3			13.0			14.4	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		65			16		16	164	0	5	131	0
Queue Length 95th (ft)		147			46		47	295	24	20	232	17
Internal Link Dist (ft)		892			2314			3257			785	
Turn Bay Length (ft)							200		200	100		100
Base Capacity (vph)		1324			1237		433	2675	1220	375	2632	1196
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.38			0.11		0.30	0.42	0.08	0.12	0.35	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 61.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	78	54	48	468	1	370	26
Future Volume (vph)	78	54	48	468	1	370	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345		0		0
Storage Lanes	1	1	1		0		0
Taper Length (ft)	25		100		25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95
Frt		0.850				0.990	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1583	1770	3539	0	3504	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	1583	1770	3539	0	3504	0
Link Speed (mph)	35			45		45	
Link Distance (ft)	2687			952		2063	
Travel Time (s)	52.3			14.4		31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	80	56	49	482	1	381	27
Shared Lane Traffic (%)							
Lane Group Flow (vph)	80	56	49	482	0	409	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	78	54	48	468	1	370	26
Future Vol, veh/h	78	54	48	468	1	370	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	345	-	-	-	-
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	80	56	49	482	1	381	27

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	736	204	408	0	482	-	0
Stage 1	397	-	-	-	-	-	-
Stage 2	339	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	354	803	1147	-	711	-	-
Stage 1	648	-	-	-	-	-	-
Stage 2	693	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	338	803	1147	-	711	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-	-
Stage 1	620	-	-	-	-	-	-
Stage 2	692	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1147	-	452	803	-	-
HCM Lane V/C Ratio	0.043	-	0.178	0.069	-	-
HCM Control Delay (s)	8.3	-	14.7	9.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	527	424	2
Future Volume (vph)	1	1	1	527	424	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	400			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		150			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.932				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1694	0	1770	3539	3536	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1694	0	1770	3539	3536	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	304			922	952	
Travel Time (s)	6.9			14.0	14.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	1	1	549	442	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	1	549	444	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	527	424	2
Future Vol, veh/h	1	1	1	527	424	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	400	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	549	442	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	720	222	444	0	-	0
Stage 1	443	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	363	782	1112	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	363	782	1112	-	-	-
Mov Cap-2 Maneuver	363	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1112	-	496	-	-
HCM Lane V/C Ratio	0.001	-	0.004	-	-
HCM Control Delay (s)	8.2	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

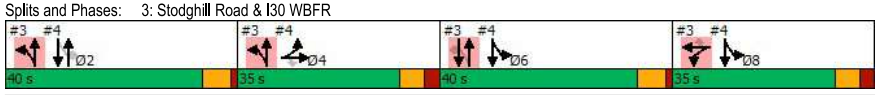
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	174	278	118	329	414	0	0	187	232
Future Volume (vph)	0	0	0	174	278	118	329	414	0	0	187	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	5085	1583
Flt Permitted				0.950			0.622					
Satd. Flow (perm)	0	0	0	1770	3539	1583	1159	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						126						247
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2617			781			252			922	
Travel Time (s)		32.4			9.7			3.8			14.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	185	296	126	350	440	0	0	199	247
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	185	296	126	350	440	0	0	199	247
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8	6					6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					15.0	15.0
Minimum Split (s)				13.9	13.9	13.9					21.1	21.1
Total Split (s)				35.0	35.0	35.0					40.0	40.0
Total Split (%)				23.3%	23.3%	23.3%					26.7%	26.7%
Maximum Green (s)				28.1	28.1	28.1					33.9	33.9
Yellow Time (s)				4.3	4.3	4.3					5.0	5.0
All-Red Time (s)				2.6	2.6	2.6					1.1	1.1
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.9	6.9	6.9					6.1	6.1
Lead/Lag				Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Act Effct Green (s)				19.7	19.7	19.7	76.4	82.7			17.8	17.8
Actuated g/C Ratio				0.17	0.17	0.17	0.66	0.71			0.15	0.15
v/c Ratio				0.61	0.49	0.34	0.33	0.17			0.26	0.55
Control Delay				55.8	47.7	10.3	1.8	0.3			46.6	10.8
Queue Delay				0.0	0.0	0.0	0.3	0.1			0.0	0.0
Total Delay				55.8	47.7	10.3	2.2	0.4			46.6	10.8
LOS				E	D	B	A	A			D	B
Approach Delay					42.4			1.2			26.8	
Approach LOS					D			A			C	
Queue Length 50th (ft)				127	104	0	15	1			49	0
Queue Length 95th (ft)				237	175	56	44	2			84	76
Internal Link Dist (ft)		2537			701			172			842	
Turn Bay Length (ft)				400		400						250
Base Capacity (vph)				441	883	489	1090	2986			1531	649
Starvation Cap Reductn				0	0	0	308	1562			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.42	0.34	0.26	0.45	0.31			0.13	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 115.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

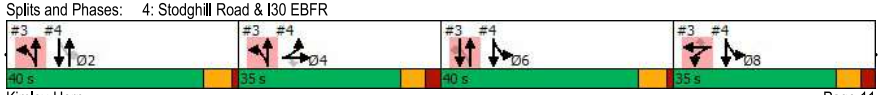
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	284	217	308	0	0	0	0	458	125	63	298	0
Future Volume (vph)	284	217	308	0	0	0	0	458	125	63	298	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	1770	3539	0
Flt Permitted	0.950									0.406		
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	756	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			318						129			
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		4617			1679			707			252	
Travel Time (s)		57.2			20.8			10.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	293	224	318	0	0	0	0	472	129	65	307	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	293	224	318	0	0	0	0	472	129	65	307	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2	2		

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	26.6	26.6	26.6					25.0	25.0	69.5	75.8	
Actuated g/C Ratio	0.23	0.23	0.23					0.22	0.22	0.60	0.65	
v/c Ratio	0.72	0.28	0.52					0.43	0.29	0.08	0.13	
Control Delay	55.0	40.6	8.2					41.3	8.6	0.2	0.3	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.2	
Total Delay	55.0	40.6	8.2					41.3	8.6	0.2	0.5	
LOS	E	D	A					D	A	A	A	
Approach Delay		33.3						34.3			0.4	
Approach LOS		C						C			A	
Queue Length 50th (ft)	196	70	0					110	0	1	0	
Queue Length 95th (ft)	#416	135	85					172	54	1	0	
Internal Link Dist (ft)		4537			1599			627			172	
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	441	883	633					1531	566	955	2604	
Starvation Cap Reductn	0	0	0					0	0	0	1584	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.66	0.25	0.50					0.31	0.23	0.07	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 115.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 26.9		Intersection LOS: C	
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	1	5	0	34	0	539	7	1	7	570
Future Volume (vph)	0	0	1	5	0	34	0	539	7	1	7	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0		100	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.882			0.998				0.999
Flt Protected					0.994						0.950	
Satd. Flow (prot)	0	1611	0	0	1633	0	1863	3532	0	0	1770	3536
Flt Permitted					0.994						0.950	
Satd. Flow (perm)	0	1611	0	0	1633	0	1863	3532	0	0	1770	3536
Link Speed (mph)		30			30			45				45
Link Distance (ft)		618			749			1727				706
Travel Time (s)		14.0			17.0			26.2				10.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1	5	0	35	0	561	7	1	7	594
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	40	0	0	568	0	0	8	596
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		0			0			30				15
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 29.4% ICU Level of Service A
Analysis Period (min) 15

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	5	0	34	0	539	7	1	7	570	2
Future Vol, veh/h	0	0	1	5	0	34	0	539	7	1	7	570	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	5	0	35	0	561	7	1	7	594	2

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	892	1179	298	878	1177	284	596	0	0	569	568	0	0
Stage 1	611	611	-	565	565	-	-	-	-	-	-	-	-
Stage 2	281	568	-	313	612	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	237	189	698	242	190	713	976	-	-	626	1000	-	-
Stage 1	448	482	-	477	506	-	-	-	-	-	-	-	-
Stage 2	702	505	-	672	482	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	224	187	698	240	188	713	976	-	-	922	922	-	-
Mov Cap-2 Maneuver	339	308	-	358	310	-	-	-	-	-	-	-	-
Stage 1	448	478	-	477	506	-	-	-	-	-	-	-	-
Stage 2	667	505	-	665	478	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	11.1	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	976	-	-	698	633	922	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.064	0.009	-	-
HCM Control Delay (s)	0	-	-	10.2	11.1	8.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	3	0	8	10	2	2	1	2	540	4	1	14
Future Volume (vph)	3	0	8	10	2	2	1	2	540	4	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0		200
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				50				50
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.891			0.979				0.999			
Flt Protected		0.987			0.966			0.950				0.950
Satd. Flow (prot)	0	3112	0	0	3347	0	0	1770	3536	0	0	1770
Flt Permitted		0.987			0.966			0.950				0.950
Satd. Flow (perm)	0	3112	0	0	3347	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		607			549				1499			
Travel Time (s)		13.8			12.5				22.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	0	8	10	2	2	1	2	563	4	1	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	14	0	0	3	567	0	0	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		15			15				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	550	10
Future Volume (vph)	550	10
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3529	0
Flt Permitted		
Satd. Flow (perm)	3529	0
Link Speed (mph)	45	
Link Distance (ft)	1727	
Travel Time (s)	26.2	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	573	10
Shared Lane Traffic (%)		
Lane Group Flow (vph)	583	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	0	8	10	2	2	1	2	540	4	1	14	550	10
Future Vol, veh/h	3	0	8	10	2	2	1	2	540	4	1	14	550	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	8	10	2	2	1	2	563	4	1	15	573	10

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	899	1183	292	890	1186	284	583	583	0	0	567	567	0	0
Stage 1	610	610	-	571	571	-	-	-	-	-	-	-	-	-
Stage 2	289	573	-	319	615	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	234	188	704	237	187	713	613	987	-	-	628	1001	-	-
Stage 1	448	483	-	473	503	-	-	-	-	-	-	-	-	-
Stage 2	694	502	-	667	480	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	229	184	704	231	183	713	816	816	-	-	963	963	-	-
Mov Cap-2 Maneuver	342	303	-	350	304	-	-	-	-	-	-	-	-	-
Stage 1	446	475	-	471	501	-	-	-	-	-	-	-	-	-
Stage 2	687	500	-	648	472	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	15.1	0.1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	816	-	-	342	704	345	492	963	-	-
HCM Lane V/C Ratio	0.004	-	-	0.009	0.012	0.033	0.006	0.016	-	-
HCM Control Delay (s)	9.4	-	-	15.6	10.2	15.8	12.4	8.8	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0	0	-	-

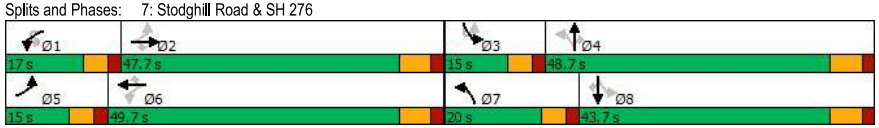
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	65	445	77	22	67	614	279	80	194	51	8	273
Future Volume (vph)	65	445	77	22	67	614	279	80	194	51	8	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	420		0		320		320	340		340		150
Storage Lanes	1		1		1		1	1		1		1
Taper Length (ft)	50				50			100				50
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0	1770
Flt Permitted	0.311				0.386			0.570				0.600
Satd. Flow (perm)	579	3539	1583	0	719	3539	1583	1062	3539	1583	0	1118
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			127				291			127		
Link Speed (mph)		50				50			45			
Link Distance (ft)		997				1087			787			
Travel Time (s)		13.6				14.8			11.9			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	68	464	80	23	70	640	291	83	202	53	8	284
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	464	80	0	93	640	291	83	202	53	0	292
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		15				15			15			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt
Protected Phases	5	2			1	6		7	4			3
Permitted Phases	2		2	1	6		6	4		4	3	8

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	214	102
Future Volume (vph)	214	102
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		127
Link Speed (mph)	45	
Link Distance (ft)	1499	
Travel Time (s)	22.7	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	223	106
Shared Lane Traffic (%)		
Lane Group Flow (vph)	223	106
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	15	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Detector Phase	5	2	2	1	1	6	6	7	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6	10.6
Total Split (s)	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0	15.0
Total Split (%)	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%	11.7%
Maximum Green (s)	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4	9.4
Yellow Time (s)	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7		5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max	Max	None	Max	Max	None	None
Walk Time (s)		11.0	11.0			10.0	10.0		11.0	11.0		
Flash Dont Walk (s)		30.0	30.0			33.0	33.0		31.0	31.0		
Pedestrian Calls (#/hr)		0	0			0	0		0	0		
Act Effct Green (s)	50.7	41.6	41.6		54.0	45.1	45.1	52.0	42.0	42.0		53.5
Actuated g/C Ratio	0.40	0.33	0.33		0.43	0.36	0.36	0.41	0.33	0.33		0.42
v/c Ratio	0.22	0.40	0.13		0.24	0.51	0.39	0.17	0.17	0.09		0.56
Control Delay	21.7	34.4	1.5		21.7	34.7	5.0	21.0	30.8	0.3		30.0
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	21.7	34.4	1.5		21.7	34.7	5.0	21.0	30.8	0.3		30.0
LOS	C	C	A		C	C	A	C	C	A		C
Approach Delay		28.7				25.1			23.6			
Approach LOS		C				C			C			
Queue Length 50th (ft)	31	154	0		43	223	0	38	62	0		154
Queue Length 95th (ft)	60	209	9		77	287	62	71	93	0		229
Internal Link Dist (ft)		917				1007			707			
Turn Bay Length (ft)	420				320		320	340		340		150
Base Capacity (vph)	326	1161	604		407	1259	750	562	1172	609		520
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0		0
Reduced v/c Ratio	0.21	0.40	0.13		0.23	0.51	0.39	0.15	0.17	0.09		0.56

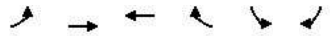
Intersection Summary			
Area Type:	Other		
Cycle Length: 128.4			
Actuated Cycle Length: 126.8			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 62.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Stodghill Road & SH 276



Lane Group	SBT	SBR
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	43.7	43.7
Total Split (s)	43.7	43.7
Total Split (%)	34.0%	34.0%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.7	4.7
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	8.0	8.0
Flash Dont Walk (s)	29.0	29.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	45.0	45.0
Actuated g/C Ratio	0.35	0.35
v/c Ratio	0.34	0.16
Control Delay	33.7	3.9
Queue Delay	0.0	0.0
Total Delay	33.7	3.9
LOS	C	A
Approach Delay	26.9	
Approach LOS	C	
Queue Length 50th (ft)	139	0
Queue Length 95th (ft)	220	29
Internal Link Dist (ft)	1419	
Turn Bay Length (ft)		
Base Capacity (vph)	660	643
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.34	0.16

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2033	10	0	6
Future Volume (vph)	0	0	2033	10	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3536	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3536	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	2617		462	
Travel Time (s)		24.9	32.4		9.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	2234	11	0	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2245	0	0	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2033	10	0	6
Future Vol, veh/h	0	0	2033	10	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2234	11	0	7

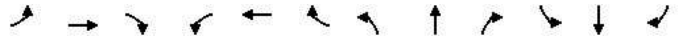
Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1123
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	200
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	200
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	23.6
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	200
HCM Lane V/C Ratio	-	-	0.033
HCM Control Delay (s)	-	-	23.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	180	594	201	326	757	0	0	690	379
Future Volume (vph)	0	0	0	180	594	201	326	757	0	0	690	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.989		0.950	0.996				
Satd. Flow (prot)	0	0	0	0	3500	1583	1522	4787	0	0	6408	1583
Flt Permitted					0.989		0.950	0.853				
Satd. Flow (perm)	0	0	0	0	3500	1583	1522	4099	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						212						285
Link Speed (mph)		55			30			30			30	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	189	625	212	343	797	0	0	726	399
Shared Lane Traffic (%)							20%					
Lane Group Flow (vph)	0	0	0	0	814	212	274	866	0	0	726	399
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				40.0	40.0	40.0					30.0	30.0
Total Split (%)				28.6%	28.6%	28.6%					21.4%	21.4%
Maximum Green (s)				33.7	33.7	33.7					24.6	24.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					33.7	33.7	64.6	89.2			24.6	24.6
Actuated g/C Ratio					0.24	0.24	0.46	0.64			0.18	0.18
v/c Ratio					0.97	0.39	0.39	0.33			0.65	0.78
Control Delay					76.3	7.5	4.1	0.6			56.7	27.2
Queue Delay					0.0	0.0	1.7	0.2			0.0	0.0
Total Delay					76.3	7.5	5.8	0.8			56.7	27.2
LOS					E	A	A	A			E	C
Approach Delay					62.1			2.0			46.2	
Approach LOS					E			A			D	
Queue Length 50th (ft)					388	0	8	2			180	100
Queue Length 95th (ft)					#522	65	m26	2			218	233
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					842	542	702	2612			1125	513
Starvation Cap Reductn					0	0	273	876			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.97	0.39	0.64	0.50			0.65	0.78

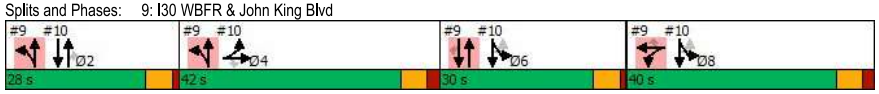
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 35.9		Intersection LOS: D	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	28.0	42.0
Total Split (%)	20%	30%
Maximum Green (s)	22.6	35.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	441	272	364	0	0	0	0	631	154	1	246	624
Future Volume (vph)	441	272	364	0	0	0	0	631	154	1	246	624
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150		0	
Storage Lanes	0		1	0		0	0		1		2	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.95	0.97	0.95
Frt			0.850						0.850			
Flt Protected		0.970									0.950	
Satd. Flow (prot)	0	3433	1583	0	0	0	0	6408	1583	0	3433	3539
Flt Permitted		0.970									0.376	
Satd. Flow (perm)	0	3433	1583	0	0	0	0	6408	1583	0	1359	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			305						160			
Link Speed (mph)		55			30			30				30
Link Distance (ft)		1172			4617			935				266
Travel Time (s)		14.5			104.9			21.3				6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	459	283	379	0	0	0	0	657	160	1	256	650
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	742	379	0	0	0	0	657	160	0	257	650
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	Prot	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8		

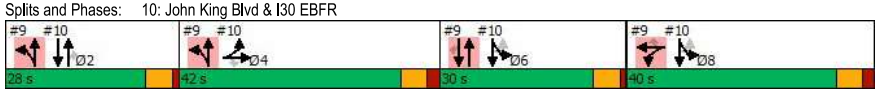
Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	42.0	42.0	42.0					28.0	28.0			
Total Split (%)	30.0%	30.0%	30.0%					20.0%	20.0%			
Maximum Green (s)	35.7	35.7	35.7					22.6	22.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		35.7	35.7					22.6	22.6		64.6	92.6
Actuated g/C Ratio		0.26	0.26					0.16	0.16		0.46	0.66
v/c Ratio		1.02dl	0.60					0.64	0.41		0.41	0.28
Control Delay		59.9	14.0					58.0	10.7		5.3	1.9
Queue Delay		0.0	0.0					0.0	0.0		1.6	1.4
Total Delay		59.9	14.0					58.0	10.7		7.0	3.3
LOS		E	B					E	B		A	A
Approach Delay		44.4						48.7				4.3
Approach LOS		D						D				A
Queue Length 50th (ft)		340	53					164	0		20	45
Queue Length 95th (ft)		420	161					200	64		m37	m44
Internal Link Dist (ft)		1092			4537			855				186
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		875	630					1034	389		627	2340
Starvation Cap Reductn		0	0					0	0		219	1427
Spillback Cap Reductn		0	0					0	0		0	0
Storage Cap Reductn		0	0					0	0		0	0
Reduced v/c Ratio		0.85	0.60					0.64	0.41		0.63	0.71

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 32.9 Intersection LOS: C
Intersection Capacity Utilization 54.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		10.0	7.0
Minimum Split (s)		22.5	47.3
Total Split (s)		30.0	40.0
Total Split (%)		21%	29%
Maximum Green (s)		24.6	33.7
Yellow Time (s)		4.3	4.3
All-Red Time (s)		1.1	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	36.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

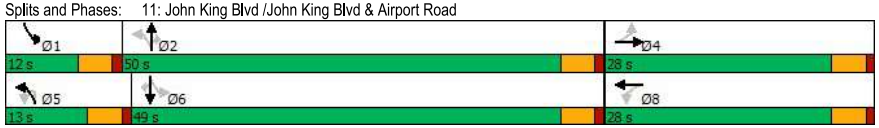
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	65	92	209	29	35	22	1	107	804	37	22	775
Future Volume (vph)	65	92	209	29	35	22	1	107	804	37	22	775
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		200	100	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95
Frt		0.914			0.962					0.850		
Flt Protected		0.991			0.983			0.950			0.950	
Satd. Flow (prot)	0	3206	0	0	3347	0	0	1770	3539	1583	1770	3539
Flt Permitted		0.880			0.769			0.223			0.331	
Satd. Flow (perm)	0	2847	0	0	2618	0	0	415	3539	1583	617	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		222			23					73		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		972			2394				3337			865
Travel Time (s)		22.1			54.4				75.8			19.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	69	98	222	31	37	23	1	114	855	39	23	824
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	91	0	0	115	855	39	23	824
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			30
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2		1	1	2	1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	35
Future Volume (vph)	35
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	37
Shared Lane Traffic (%)	
Lane Group Flow (vph)	37
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4		8	8		5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	13.0	50.0	50.0	12.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	14.4%	55.6%	55.6%	13.3%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	8.5	45.5	45.5	7.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0				7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0				11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0				0	0		0
Act Effct Green (s)		9.3			9.3			27.7	26.5	26.5	23.2	19.0
Actuated g/C Ratio		0.20			0.20			0.58	0.56	0.56	0.49	0.40
v/c Ratio		0.53			0.17			0.24	0.43	0.04	0.05	0.58
Control Delay		11.8			16.0			5.3	7.5	1.2	4.5	13.8
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		11.8			16.0			5.3	7.5	1.2	4.5	13.8
LOS		B			B			A	A	A	A	B
Approach Delay		11.8			16.0				7.0			13.0
Approach LOS		B			B				A			B
Queue Length 50th (ft)		22			8			10	47	0	2	95
Queue Length 95th (ft)		64			28			31	163	6	9	168
Internal Link Dist (ft)		892			2314				3257			785
Turn Bay Length (ft)								200		200	100	
Base Capacity (vph)		1675			1459			514	3156	1420	521	3118
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.23			0.06			0.22	0.27	0.03	0.04	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 47.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	49.0
Total Split (%)	54.4%
Maximum Green (s)	44.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	19.0
Actuated g/C Ratio	0.40
v/c Ratio	0.05
Control Delay	1.3
Queue Delay	0.0
Total Delay	1.3
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	6
Internal Link Dist (ft)	
Turn Bay Length (ft)	100
Base Capacity (vph)	1403
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.03

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	132	277	112	855	543	30
Future Volume (vph)	132	277	112	855	543	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.992	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3511	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3511	0
Link Speed (mph)	35			45	45	
Link Distance (ft)	2687			952	2063	
Travel Time (s)	52.3			14.4	31.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	145	304	123	940	597	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	304	123	940	630	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	132	277	112	855	543	30
Future Vol, veh/h	132	277	112	855	543	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	345	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	304	123	940	597	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1330	315	630	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	146	681	948	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 127	681	948	-	-	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	948	-	259	681	-	-
HCM Lane V/C Ratio	0.13	-	0.56	0.447	-	-
HCM Control Delay (s)	9.4	-	35.2	14.5	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.4	-	3.1	2.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	82	219	3	78	884	2	723	98
Future Volume (vph)	82	219	3	78	884	2	723	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400		0		0
Storage Lanes	1	1		1		0		0
Taper Length (ft)	25			150		25		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt		0.850					0.982	
Flt Protected	0.950			0.950				
Satd. Flow (prot)	1770	1583	0	1770	3539	0	3476	0
Flt Permitted	0.950			0.950				
Satd. Flow (perm)	1770	1583	0	1770	3539	0	3476	0
Link Speed (mph)	30				45		45	
Link Distance (ft)	608				640		952	
Travel Time (s)	13.8				9.7		14.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	87	233	3	83	940	2	769	104
Shared Lane Traffic (%)								
Lane Group Flow (vph)	87	233	0	86	940	0	875	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	24				12		12	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	16				16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	82	219	3	78	884	2	723	98
Future Vol, veh/h	82	219	3	78	884	2	723	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	0	-	400	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	87	233	3	83	940	2	769	104

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	1467	437	873	873	0	940	-	0
Stage 1	825	-	-	-	-	-	-	-
Stage 2	642	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	119	567	401	768	-	363	-	-
Stage 1	391	-	-	-	-	-	-	-
Stage 2	486	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	103	567	712	712	-	363	-	-
Mov Cap-2 Maneuver	103	-	-	-	-	-	-	-
Stage 1	344	-	-	-	-	-	-	-
Stage 2	481	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	45.7	0.9	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	712	-	103	567	-	-
HCM Lane V/C Ratio	0.121	-	0.847	0.411	-	-
HCM Control Delay (s)	10.8	-	126	15.7	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.4	-	4.8	2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	217	371	163	1	567	768	0	0	713
Future Volume (vph)	0	0	0	217	371	163	1	567	768	0	0	713
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400		0		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	25			150				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	1770	3539	1583	0	1770	3539	0	0	5085
Flt Permitted				0.950				0.211				
Satd. Flow (perm)	0	0	0	1770	3539	1583	0	393	3539	0	0	5085
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						168						
Link Speed (mph)		55			55				45			45
Link Distance (ft)		798			781				252			282
Travel Time (s)		9.9			9.7				3.8			4.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	224	382	168	1	585	792	0	0	735
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	224	382	168	0	586	792	0	0	735
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				1	2	1	1	1	2			2
Detector Template				Left	Thru	Right	Left	Left	Thru			Thru
Leading Detector (ft)				20	100	20	20	20	100			100
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				20	6	20	20	20	6			6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)					94				94			94
Detector 2 Size(ft)					6				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type				Split	NA	Perm	custom	D.P+P	NA			NA
Protected Phases				8	8			2 4	2 4 6			6
Permitted Phases						8	2 4	6				

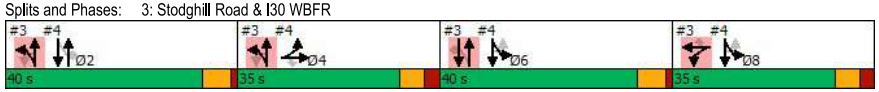
Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	445		
Future Volume (vph)	445		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	250		
Storage Lanes	1		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt	0.850		
Flt Protected			
Satd. Flow (prot)	1583		
Flt Permitted			
Satd. Flow (perm)	1583		
Right Turn on Red	Yes		
Satd. Flow (RTOR)	190		
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.97		
Adj. Flow (vph)	459		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	459		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors	1		
Detector Template	Right		
Leading Detector (ft)	20		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	20		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type	Perm		
Protected Phases		2	4
Permitted Phases	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase				8	8	8	2 4	2 4	2 4 6			6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0						15.0
Minimum Split (s)				13.9	13.9	13.9						21.1
Total Split (s)				35.0	35.0	35.0						40.0
Total Split (%)				23.3%	23.3%	23.3%						26.7%
Maximum Green (s)				28.1	28.1	28.1						33.9
Yellow Time (s)				4.3	4.3	4.3						5.0
All-Red Time (s)				2.6	2.6	2.6						1.1
Lost Time Adjust (s)				0.0	0.0	0.0						0.0
Total Lost Time (s)				6.9	6.9	6.9						6.1
Lead/Lag				Lag	Lag	Lag						Lead
Lead-Lag Optimize?				Yes	Yes	Yes						Yes
Vehicle Extension (s)				3.0	3.0	3.0						3.0
Recall Mode				None	None	None						None
Act Effct Green (s)				26.5	26.5	26.5		102.8	108.9			33.9
Actuated g/C Ratio				0.18	0.18	0.18		0.69	0.73			0.23
v/c Ratio				0.71	0.61	0.40		0.64	0.30			0.63
Control Delay				70.6	60.5	9.9		1.8	0.0			54.8
Queue Delay				0.0	0.0	0.0		4.8	2.6			0.0
Total Delay				70.6	60.5	9.9		6.6	2.7			54.8
LOS				E	E	A		A	A			D
Approach Delay					52.5				4.3			54.7
Approach LOS					D				A			D
Queue Length 50th (ft)				206	181	0		35	0			240
Queue Length 95th (ft)				304	238	65		m4	m0			289
Internal Link Dist (ft)		718			701				172			202
Turn Bay Length (ft)				400		400						
Base Capacity (vph)				335	669	436		911	2597			1162
Starvation Cap Reductn				0	0	0		252	1645			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.67	0.57	0.39		0.89	0.83			0.63

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 148.4			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.80			
Intersection Signal Delay: 33.4		Intersection LOS: C	
Intersection Capacity Utilization 104.0%		ICU Level of Service G	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	SBR	Ø2	Ø4
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	15.0	15.0	7.0
Minimum Split (s)	21.1	21.1	13.9
Total Split (s)	40.0	40.0	35.0
Total Split (%)	26.7%	27%	23%
Maximum Green (s)	33.9	33.9	28.1
Yellow Time (s)	5.0	5.0	4.3
All-Red Time (s)	1.1	1.1	2.6
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.1		
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Act Effct Green (s)	33.9		
Actuated g/C Ratio	0.23		
v/c Ratio	0.90		
Control Delay	54.7		
Queue Delay	0.0		
Total Delay	54.7		
LOS	D		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	279		
Queue Length 95th (ft)	#491		
Internal Link Dist (ft)			
Turn Bay Length (ft)	250		
Base Capacity (vph)	508		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.90		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	548	398	359	0	0	0	0	808	303	1	400	513
Future Volume (vph)	548	398	359	0	0	0	0	808	303	1	400	513
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200		0	
Storage Lanes	1		1	0		0	0		1		1	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.95	1.00	0.95
Frt			0.850						0.850			
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	0	1770	3539
Flt Permitted	0.950										0.134	
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	0	250	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			395						250			
Link Speed (mph)		55			55			45				45
Link Distance (ft)		4617			1679			707				252
Travel Time (s)		57.2			20.8			10.7				3.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	602	437	395	0	0	0	0	888	333	1	440	564
Shared Lane Traffic (%)												
Lane Group Flow (vph)	602	437	395	0	0	0	0	888	333	0	441	564
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			15				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	D.P+P	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8	2	

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.91		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

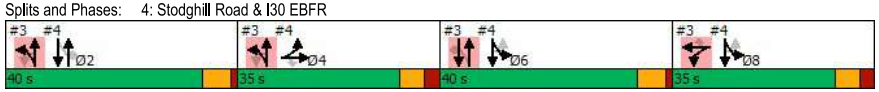
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.1	28.1	28.1					33.9	33.9		101.2	107.3
Actuated g/C Ratio	0.19	0.19	0.19					0.23	0.23		0.68	0.72
v/c Ratio	1.80	0.65	0.64					0.76	0.60		0.51	0.22
Control Delay	404.7	61.2	9.8					58.8	18.3		4.2	0.4
Queue Delay	0.0	0.0	0.0					0.0	0.0		1.2	0.7
Total Delay	404.7	61.2	9.8					58.8	18.3		5.4	1.1
LOS	F	E	A					E	B		A	A
Approach Delay		191.3						47.8				3.0
Approach LOS		F						D				A
Queue Length 50th (ft)	~885	211	0					301	67		63	3
Queue Length 95th (ft)	#1124	272	100					355	177		94	4
Internal Link Dist (ft)		4537			1599			627				172
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	335	669	619					1162	554		878	2558
Starvation Cap Reductn	0	0	0					0	0		237	1594
Spillback Cap Reductn	0	0	0					0	0		0	0
Storage Cap Reductn	0	0	0					0	0		0	0
Reduced v/c Ratio	1.80	0.65	0.64					0.76	0.60		0.69	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 148.4			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.80			
Intersection Signal Delay: 91.7		Intersection LOS: F	
Intersection Capacity Utilization 104.0%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		15.0	7.0
Minimum Split (s)		21.1	13.9
Total Split (s)		40.0	35.0
Total Split (%)		27%	23%
Maximum Green (s)		33.9	28.1
Yellow Time (s)		5.0	4.3
All-Red Time (s)		1.1	2.6
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	0	0	25	0	131	1	0	978	11	42	840
Future Volume (vph)	2	0	0	25	0	131	1	0	978	11	42	840
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		200		0	100	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt					0.886				0.998			
Flt Protected		0.950			0.992			0.950			0.950	
Satd. Flow (prot)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Flt Permitted		0.950			0.992			0.950			0.950	
Satd. Flow (perm)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Link Speed (mph)		30			35				45			45
Link Distance (ft)		618			749				1727			706
Travel Time (s)		14.0			14.6				26.2			10.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	0	0	27	0	144	1	0	1075	12	46	923
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	171	0	0	1	1087	0	46	923
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			15
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	9	60		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	0	0	25	0	131	1	0	978	11	42	840	0
Future Vol, veh/h	2	0	0	25	0	131	1	0	978	11	42	840	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	27	0	144	1	0	1075	12	46	923	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1555	2104	462	1637	2098	544	923	923	0	0	1087	0	0
Stage 1	1015	1015	-	1083	1083	-	-	-	-	-	-	-	-
Stage 2	540	1089	-	554	1015	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	77	51	547	67	51	483	372	736	-	-	638	-	0
Stage 1	255	314	-	232	292	-	-	-	-	-	-	-	0
Stage 2	494	290	-	484	314	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	51	47	547	63	47	483	372	372	-	-	638	-	-
Mov Cap-2 Maneuver	149	142	-	164	154	-	-	-	-	-	-	-	-
Stage 1	254	291	-	231	291	-	-	-	-	-	-	-	-
Stage 2	346	289	-	449	291	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.5	23	0	0.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	372	-	-	149	368	638	-
HCM Lane V/C Ratio	0.003	-	-	0.015	0.466	0.072	-
HCM Control Delay (s)	14.7	-	-	29.5	23	11.1	-
HCM Lane LOS	B	-	-	D	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0	2.4	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1	54	28	6	56	17	798	13	27	803	41
Future Volume (vph)	114	1	54	28	6	56	17	798	13	27	803	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.907			0.998			0.993	
Flt Protected		0.967			0.985		0.950			0.950		
Satd. Flow (prot)	0	3258	0	0	3162	0	1770	3532	0	1770	3514	0
Flt Permitted		0.967			0.985		0.950			0.950		
Satd. Flow (perm)	0	3258	0	0	3162	0	1770	3532	0	1770	3514	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		607			549			1499			1727	
Travel Time (s)		13.8			12.5			22.7			26.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	127	1	60	31	7	62	19	887	14	30	892	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	100	0	19	901	0	30	938	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	114	1	54	28	6	56	17	798	13	27	803	41
Future Vol, veh/h	114	1	54	28	6	56	17	798	13	27	803	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	127	1	60	31	7	62	19	887	14	30	892	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1460	1914	469	1439	1930	451	938	0	0	901	0	0
Stage 1	975	975	-	932	932	-	-	-	-	-	-	-
Stage 2	485	939	-	507	998	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 90	67	541	94	66	556	726	-	-	750	-	-
Stage 1	270	328	-	287	343	-	-	-	-	-	-	-
Stage 2	532	341	-	516	320	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 74	63	541	79	62	556	726	-	-	750	-	-
Mov Cap-2 Maneuver	179	169	-	188	169	-	-	-	-	-	-	-
Stage 1	263	315	-	280	334	-	-	-	-	-	-	-
Stage 2	451	332	-	439	307	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47	18.6	0.2	0.3
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	726	-	-	179	530	186	498	750	-	-
HCM Lane V/C Ratio	0.026	-	-	0.711	0.114	0.185	0.132	0.04	-	-
HCM Control Delay (s)	10.1	-	-	63.3	12.7	28.7	13.3	10	-	-
HCM Lane LOS	B	-	-	F	B	D	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.4	0.4	0.7	0.5	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	127	720	161	15	102	522	366	102	351	92	9
Future Volume (vph)	1	127	720	161	15	102	522	366	102	351	92	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		0		320		320	340		340	
Storage Lanes		1		1		1		1	1		1	
Taper Length (ft)		50				50			100			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0
Flt Permitted		0.358				0.210			0.312			
Satd. Flow (perm)	0	667	3539	1583	0	391	3539	1583	581	3539	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				168				381			127	
Link Speed (mph)			50				50			45		
Link Distance (ft)			997				1087			787		
Travel Time (s)			13.6				14.8			11.9		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	132	750	168	16	106	544	381	106	366	96	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	750	168	0	122	544	381	106	366	96	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA
Median Width(ft)			15				15			15		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	9
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom
Protected Phases		5	2			1	6		7	4		
Permitted Phases	5	2		2	1	6		6	4		4	3

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	416	370	84
Future Volume (vph)	416	370	84
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		0
Storage Lanes	1		1
Taper Length (ft)	50		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1770	1863	1583
Flt Permitted	0.495		
Satd. Flow (perm)	922	1863	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			127
Link Speed (mph)		45	
Link Distance (ft)		1499	
Travel Time (s)		22.7	
Peak Hour Factor	0.96	0.96	0.96
Adj. Flow (vph)	433	385	88
Shared Lane Traffic (%)			
Lane Group Flow (vph)	442	385	88
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		15	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	Perm
Protected Phases	3	8	
Permitted Phases	8		8

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Detector Phase	5	5	2	2	1	1	6	6	7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6
Total Split (s)	15.0	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0
Total Split (%)	11.7%	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%
Maximum Green (s)	9.4	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4
Yellow Time (s)	3.6	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max	Max	None	Max	Max	None
Walk Time (s)			11.0	11.0			10.0	10.0		11.0	11.0	
Flash Dont Walk (s)			30.0	30.0			33.0	33.0		31.0	31.0	
Pedestrian Calls (#/hr)			0	0			0	0		0	0	
Act Effct Green (s)		52.3	42.1	42.1		54.1	43.0	43.0	53.1	42.0	42.0	
Actuated g/C Ratio		0.41	0.33	0.33		0.42	0.34	0.34	0.41	0.33	0.33	
v/c Ratio		0.38	0.64	0.27		0.45	0.46	0.49	0.32	0.32	0.16	
Control Delay		23.9	40.0	5.7		25.7	35.0	5.2	23.3	33.3	2.8	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		23.9	40.0	5.7		25.7	35.0	5.2	23.3	33.3	2.8	
LOS		C	D	A		C	C	A	C	C	A	
Approach Delay			32.5				23.1			26.3		
Approach LOS			C				C			C		
Queue Length 50th (ft)		63	280	0		58	186	0	50	120	0	
Queue Length 95th (ft)		105	353	51		97	241	69	87	163	21	
Internal Link Dist (ft)			917				1007			707		
Turn Bay Length (ft)		420				320		320	340		340	
Base Capacity (vph)		354	1163	632		292	1188	784	394	1160	604	
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	
Reduced v/c Ratio		0.38	0.64	0.27		0.42	0.46	0.49	0.27	0.32	0.16	

Intersection Summary

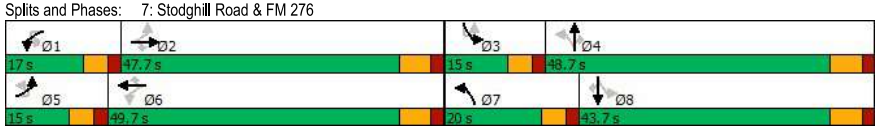
Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 128.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 35.2 Intersection LOS: D
Intersection Capacity Utilization 83.5% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	SBL	SBT	SBR
Detector Phase	3	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.6	43.7	43.7
Total Split (s)	15.0	43.7	43.7
Total Split (%)	11.7%	34.0%	34.0%
Maximum Green (s)	9.4	37.0	37.0
Yellow Time (s)	3.6	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.7	6.7
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	Max	Max
Walk Time (s)		8.0	8.0
Flash Dont Walk (s)		29.0	29.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	51.9	41.4	41.4
Actuated g/C Ratio	0.41	0.32	0.32
v/c Ratio	1.01	0.64	0.15
Control Delay	80.9	43.4	2.3
Queue Delay	0.0	0.0	0.0
Total Delay	80.9	43.4	2.3
LOS	F	D	A
Approach Delay		57.6	
Approach LOS		E	
Queue Length 50th (ft)	~270	273	0
Queue Length 95th (ft)	#550	400	15
Internal Link Dist (ft)		1419	
Turn Bay Length (ft)	150		
Base Capacity (vph)	436	602	598
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.01	0.64	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2408	99	0	55
Future Volume (vph)	0	0	2408	99	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.994			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3518	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3518	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	2800	115	0	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2915	0	0	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2408	99	0	55
Future Vol, veh/h	0	0	2408	99	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2800	115	0	64

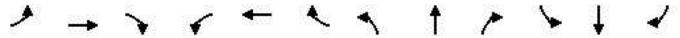
Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1458
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	119
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	119
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	65.9
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	119
HCM Lane V/C Ratio	-	-	0.537
HCM Control Delay (s)	-	-	65.9
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	2.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	262	467	317	461	985	0	0	807	374
Future Volume (vph)	0	0	0	262	467	317	461	985	0	0	807	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.982		0.950	0.995				
Satd. Flow (prot)	0	0	0	0	3476	1583	1522	4782	0	0	6408	1583
Flt Permitted					0.982		0.950	0.666				
Satd. Flow (perm)	0	0	0	0	3476	1583	1522	3201	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						195						198
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	285	508	345	501	1071	0	0	877	407
Shared Lane Traffic (%)							24%					
Lane Group Flow (vph)	0	0	0	0	793	345	381	1191	0	0	877	407
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				40.0	40.0	40.0					30.0	30.0
Total Split (%)				28.6%	28.6%	28.6%					21.4%	21.4%
Maximum Green (s)				33.7	33.7	33.7					24.6	24.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					33.7	33.7	64.6	89.2			24.6	24.6
Actuated g/C Ratio					0.24	0.24	0.46	0.64			0.18	0.18
v/c Ratio					0.95	0.65	0.54	0.49			0.78	0.92
Control Delay					73.1	26.6	5.5	0.9			60.7	56.3
Queue Delay					0.0	0.0	10.5	1.0			0.0	0.0
Total Delay					73.1	26.6	16.0	1.9			60.7	56.3
LOS					E	C	B	A			E	E
Approach Delay					59.0			5.3			59.3	
Approach LOS					E			A			E	
Queue Length 50th (ft)					376	123	30	4			224	203
Queue Length 95th (ft)					#503	237	m30	m4			265	#405
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					836	529	702	2452			1125	441
Starvation Cap Reductn					0	0	288	920			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.95	0.65	0.92	0.78			0.78	0.92

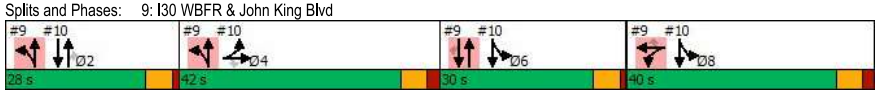
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 38.0		Intersection LOS: D	
Intersection Capacity Utilization 100.8%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	28.0	42.0
Total Split (%)	20%	30%
Maximum Green (s)	22.6	35.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	554	504	561	0	0	0	0	890	172	336	725	0
Future Volume (vph)	554	504	561	0	0	0	0	890	172	336	725	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	2		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.975								0.950		
Satd. Flow (prot)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Flt Permitted		0.975								0.950		
Satd. Flow (perm)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			242						143			
Link Speed (mph)		55			30			45			30	
Link Distance (ft)		1172			4617			935			266	
Travel Time (s)		14.5			104.9			14.2			6.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	583	531	591	0	0	0	0	937	181	354	763	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1114	591	0	0	0	0	937	181	354	763	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2			

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	42.0	42.0	42.0					28.0	28.0			
Total Split (%)	30.0%	30.0%	30.0%					20.0%	20.0%			
Maximum Green (s)	35.7	35.7	35.7					22.6	22.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		35.7	35.7					22.6	22.6	64.6	92.6	
Actuated g/C Ratio		0.26	0.26					0.16	0.16	0.46	0.66	
v/c Ratio		1.29dl	1.01					0.91	0.48	0.22	0.33	
Control Delay		171.2	71.0					70.5	18.3	2.1	1.6	
Queue Delay		0.0	0.0					0.0	0.0	0.8	1.9	
Total Delay		171.2	71.0					70.5	18.3	2.9	3.5	
LOS		F	E					E	B	A	A	
Approach Delay		136.5						62.1			3.3	
Approach LOS		F						E			A	
Queue Length 50th (ft)		~670	~375					246	30	4	37	
Queue Length 95th (ft)		#808	#628					#305	105	m8	m29	
Internal Link Dist (ft)		1092			4537			855			186	
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		880	583					1034	375	1584	2340	
Starvation Cap Reductn		0	0					0	0	914	1369	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		1.27	1.01					0.91	0.48	0.53	0.79	

Intersection Summary

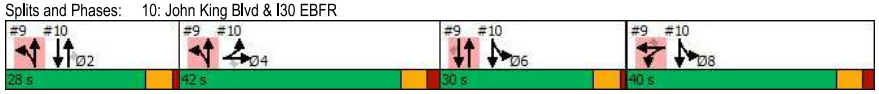
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 77.6 Intersection LOS: E
Intersection Capacity Utilization 100.8% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	30.0	40.0
Total Split (%)	21%	29%
Maximum Green (s)	24.6	33.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR

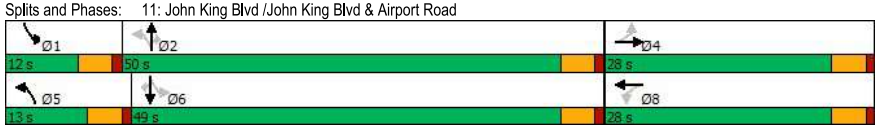


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	208	179	26	71	65	120	1106	93	126	867	60
Future Volume (vph)	89	208	179	26	71	65	120	1106	93	126	867	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	100		100
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.944			0.940				0.850			0.850
Flt Protected		0.991			0.992		0.950			0.950		
Satd. Flow (prot)	0	3311	0	0	3300	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.849			0.840		0.224			0.139		
Satd. Flow (perm)	0	2837	0	0	2795	0	417	3539	1583	259	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		135			69				99			73
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		972			2394			3337			865	
Travel Time (s)		18.9			46.6			50.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	95	221	190	28	76	69	128	1177	99	134	922	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	506	0	0	173	0	128	1177	99	134	922	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	50.0	50.0	12.0	49.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	55.6%	55.6%	13.3%	54.4%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	45.5	45.5	7.5	44.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		15.5			15.5		37.3	31.5	31.5	36.5	31.1	31.1
Actuated g/C Ratio		0.24			0.24		0.57	0.48	0.48	0.56	0.47	0.47
v/c Ratio		0.66			0.24		0.32	0.69	0.12	0.42	0.55	0.08
Control Delay		22.6			16.0		7.8	16.8	3.1	10.5	14.8	3.0
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		22.6			16.0		7.8	16.8	3.1	10.5	14.8	3.0
LOS		C			B		A	B	A	B	B	A
Approach Delay		22.6			16.0			15.0			13.6	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		71			17		17	191	0	18	136	0
Queue Length 95th (ft)		149			50		47	318	24	48	235	17
Internal Link Dist (ft)		892			2314			3257			785	
Turn Bay Length (ft)							200		200	100		100
Base Capacity (vph)		1198			1142		432	2525	1158	334	2485	1133
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.42			0.15		0.30	0.47	0.09	0.40	0.37	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 65.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1736	269	0	106
Future Volume (vph)	0	0	1736	269	0	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1887	292	0	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1887	292	0	115
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Vol, veh/h	0	0	1736	269	0	106
Future Vol, veh/h	0	0	1736	269	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1887	292	0	115

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	944
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	263
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	263
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	28.9
HCM LOS		D

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	263
HCM Lane V/C Ratio	-	-	0.438
HCM Control Delay (s)	-	-	28.9
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	2.1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Volume (vph)	0	0	1602	242	0	168
Future Volume (vph)	0	0	1602	242	0	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1741	263	0	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1741	263	0	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Vol, veh/h	0	0	1602	242	0	168
Future Vol, veh/h	0	0	1602	242	0	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1741	263	0	183

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	871
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	294
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	294
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	35.4
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	294
HCM Lane V/C Ratio	-	-	0.621
HCM Control Delay (s)	-	-	35.4
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	3.9

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Volume (vph)	0	0	1661	109	0	82
Future Volume (vph)	0	0	1661	109	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1805	118	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1805	118	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1661	109	0	82
Future Vol, veh/h	0	0	1661	109	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1805	118	0	89

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	903
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	280
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	280
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	23.7
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	280
HCM Lane V/C Ratio	-	-	0.318
HCM Control Delay (s)	-	-	23.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.3

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	211	0	928	946	33
Future Volume (vph)	0	211	0	928	946	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.995	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3522	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3522	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	229	0	1009	1028	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	229	0	1009	1064	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	211	0	928	946	33
Future Vol, veh/h	0	211	0	928	946	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	229	0	1009	1028	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	532	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	492	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	492	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	492	-	-
HCM Lane V/C Ratio	-	0.466	-	-
HCM Control Delay (s)	-	18.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	2.4	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	0	98	15	0	172
Future Volume (vph)	20	0	98	15	0	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	107	16	0	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	107	16	187	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	98	15	0	172
Future Vol, veh/h	20	0	98	15	0	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	0	107	16	0	187

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	244	11
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1592	-	723	1067
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	675	1067
Mov Cap-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	741	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1067	-	-	1592	-
HCM Lane V/C Ratio	0.175	-	-	0.067	-
HCM Control Delay (s)	9.1	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	192	0	65	113	0	106
Future Volume (vph)	192	0	65	113	0	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	209	0	71	123	0	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	71	123	115	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	192	0	65	113	0	106
Future Vol, veh/h	192	0	65	113	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	209	0	71	123	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	209	0	413	105
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1359	-	567	929
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1359	-	538	929
Mov Cap-2 Maneuver	-	-	-	-	538	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	929	-	-	1359	-
HCM Lane V/C Ratio	0.124	-	-	0.052	-
HCM Control Delay (s)	9.4	-	-	7.8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	23	54	38	32	6
Future Volume (vph)	15	23	54	38	32	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918				0.977	
Flt Protected	0.981			0.971		
Satd. Flow (prot)	1678	0	0	1809	1820	0
Flt Permitted	0.981			0.971		
Satd. Flow (perm)	1678	0	0	1809	1820	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	25	59	41	35	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	100	42	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	23	54	38	32	6
Future Vol, veh/h	15	23	54	38	32	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	25	59	41	35	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	198	39	42	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	791	1033	1567	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	760	1033	1567	-	-	-
Mov Cap-2 Maneuver	760	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	905	-	-
HCM Lane V/C Ratio	0.037	-	0.046	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	4	17	12	6	8
Future Volume (vph)	14	4	17	12	6	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972		0.943			
Flt Protected	0.962					0.979
Satd. Flow (prot)	1742	0	1757	0	0	1824
Flt Permitted	0.962					0.979
Satd. Flow (perm)	1742	0	1757	0	0	1824
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	4	18	13	7	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	31	0	0	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	4	17	12	6	8
Future Vol, veh/h	14	4	17	12	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	4	18	13	7	9

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	48	25	0	0	31	0
Stage 1	25	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	962	1051	-	-	1582	-
Stage 1	998	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	958	1051	-	-	1582	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	977	1582	-
HCM Lane V/C Ratio	-	-	0.02	0.004	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	91	8	0	55
Future Volume (vph)	0	0	91	8	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989			
Flt Protected						
Satd. Flow (prot)	0	0	1842	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1842	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	99	9	0	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	108	0	0	60
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	8.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	0	29	24	0	16
Future Volume (vph)	22	0	29	24	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.939			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1749	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1749	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	0	32	26	0	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	58	0	0	17
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	0	29	24	0	16
Future Vol, veh/h	22	0	29	24	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	32	26	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	62	45	0	0	58	0
Stage 1	45	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	944	1025	-	-	1546	-
Stage 1	977	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	944	1025	-	-	1546	-
Mov Cap-2 Maneuver	944	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	944	1546	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	-	-	8.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	78	167	88	529	1	435	26
Future Volume (vph)	78	167	88	529	1	435	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345		0		0
Storage Lanes	1	1	1		0		0
Taper Length (ft)	25		100		25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95
Frt		0.850				0.991	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1583	1770	3539	0	3507	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	1583	1770	3539	0	3507	0
Link Speed (mph)	35			45		45	
Link Distance (ft)	2687			952		2063	
Travel Time (s)	52.3			14.4		31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	80	172	91	545	1	448	27
Shared Lane Traffic (%)							
Lane Group Flow (vph)	80	172	91	545	0	476	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	78	167	88	529	1	435	26
Future Vol, veh/h	78	167	88	529	1	435	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	345	-	-	-	-
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	80	172	91	545	1	448	27

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	919	238	475	0	545	-	0
Stage 1	464	-	-	-	-	-	-
Stage 2	455	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	270	763	1083	-	648	-	-
Stage 1	599	-	-	-	-	-	-
Stage 2	606	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	247	763	1083	-	648	-	-
Mov Cap-2 Maneuver	375	-	-	-	-	-	-
Stage 1	549	-	-	-	-	-	-
Stage 2	605	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1083	-	375	763	-	-
HCM Lane V/C Ratio	0.084	-	0.214	0.226	-	-
HCM Control Delay (s)	8.6	-	17.2	11.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	0.9	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	103	268	98	527	468	135
Future Volume (vph)	103	268	98	527	468	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	400			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		150			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.966	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3419	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3419	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	608			640	952	
Travel Time (s)	13.8			9.7	14.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	107	279	102	549	488	141
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	279	102	549	629	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	103	268	98	527	468	135
Future Vol, veh/h	103	268	98	527	468	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	400	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	279	102	549	488	141

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1038	315	629	0	-	0
Stage 1	559	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	227	681	949	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	681	949	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.4	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	949	-	203	681	-	-
HCM Lane V/C Ratio	0.108	-	0.529	0.41	-	-
HCM Control Delay (s)	9.2	-	41	13.9	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.4	-	2.7	2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	174	551	167	553	463	0	0	613	353
Future Volume (vph)	0	0	0	174	551	167	553	463	0	0	613	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	5085	1583
Flt Permitted				0.950			0.254					
Satd. Flow (perm)	0	0	0	1770	3539	1583	473	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						178						176
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		798			781			252			282	
Travel Time (s)		9.9			9.7			3.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	185	586	178	588	493	0	0	652	376
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	185	586	178	588	493	0	0	652	376
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8	6					6

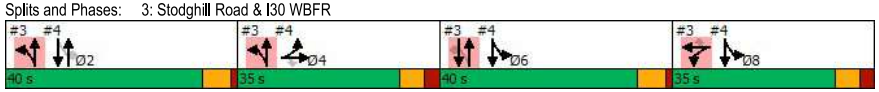
Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					15.0	15.0
Minimum Split (s)				13.9	13.9	13.9					21.1	21.1
Total Split (s)				35.0	35.0	35.0					40.0	40.0
Total Split (%)				23.3%	23.3%	23.3%					26.7%	26.7%
Maximum Green (s)				28.1	28.1	28.1					33.9	33.9
Yellow Time (s)				4.3	4.3	4.3					5.0	5.0
All-Red Time (s)				2.6	2.6	2.6					1.1	1.1
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.9	6.9	6.9					6.1	6.1
Lead/Lag				Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Act Effct Green (s)				27.8	27.8	27.8	100.7	106.8			32.6	32.6
Actuated g/C Ratio				0.19	0.19	0.19	0.68	0.72			0.22	0.22
v/c Ratio				0.56	0.88	0.40	0.64	0.19			0.58	0.77
Control Delay				62.1	74.1	9.6	6.0	0.3			53.8	40.0
Queue Delay				0.0	0.0	0.0	2.5	0.8			0.0	0.0
Total Delay				62.1	74.1	9.6	8.5	1.1			53.8	40.0
LOS				E	E	A	A	A			D	D
Approach Delay					59.7			5.1			48.8	
Approach LOS					E			A			D	
Queue Length 50th (ft)				166	297	0	139	2			209	191
Queue Length 95th (ft)				252	#396	67	m121	m2			254	322
Internal Link Dist (ft)		718			701			172			202	
Turn Bay Length (ft)				400		400						250
Base Capacity (vph)				337	674	445	915	2582			1169	499
Starvation Cap Reductn				0	0	0	206	1722			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.55	0.87	0.40	0.83	0.57			0.56	0.75

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 147.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 36.7		Intersection LOS: D	
Intersection Capacity Utilization 85.2%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	364	217	308	0	0	0	0	651	125	367	420	0
Future Volume (vph)	364	217	308	0	0	0	0	651	125	367	420	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	1770	3539	0
Flt Permitted	0.950									0.246		
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	458	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			318						129			
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		4617			1679			707			252	
Travel Time (s)		57.2			20.8			10.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	375	224	318	0	0	0	0	671	129	378	433	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	375	224	318	0	0	0	0	671	129	378	433	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2	2		

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

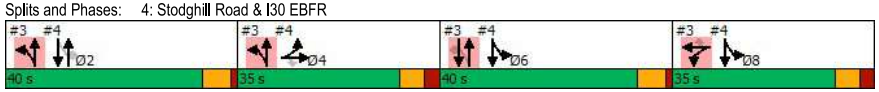
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.1	28.1	28.1					33.1	33.1	100.4	106.5	
Actuated g/C Ratio	0.19	0.19	0.19					0.22	0.22	0.68	0.72	
v/c Ratio	1.11	0.33	0.57					0.59	0.28	0.42	0.17	
Control Delay	136.6	53.8	9.5					53.8	8.9	3.3	0.1	
Queue Delay	0.0	0.0	0.0					0.1	0.0	0.6	0.5	
Total Delay	136.6	53.8	9.5					54.0	8.9	3.9	0.7	
LOS	F	D	A					D	A	A	A	
Approach Delay		72.3						46.7			2.2	
Approach LOS		E						D			A	
Queue Length 50th (ft)	~424	101	0					216	0	59	0	
Queue Length 95th (ft)	#633	144	89					262	56	94	0	
Internal Link Dist (ft)		4537			1599			627			172	
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	337	674	558					1169	463	913	2550	
Starvation Cap Reductn	0	0	0					0	0	239	1662	
Spillback Cap Reductn	0	0	0					66	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	1.11	0.33	0.57					0.61	0.28	0.56	0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 147.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 41.7		Intersection LOS: D	
Intersection Capacity Utilization 85.2%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	1	5	0	34	0	732	7	1	7	692
Future Volume (vph)	0	0	1	5	0	34	0	732	7	1	7	692
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0		100	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.882			0.999				
Flt Protected					0.994						0.950	
Satd. Flow (prot)	0	1611	0	0	1633	0	1863	3536	0	0	1770	3539
Flt Permitted					0.994						0.950	
Satd. Flow (perm)	0	1611	0	0	1633	0	1863	3536	0	0	1770	3539
Link Speed (mph)		30			35			45				45
Link Distance (ft)		618			749			1727				706
Travel Time (s)		14.0			14.6			26.2				10.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1	5	0	35	0	763	7	1	7	721
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	40	0	0	770	0	0	8	723
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		0			0			30				15
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	5	0	34	0	732	7	1	7	692	2
Future Vol, veh/h	0	0	1	5	0	34	0	732	7	1	7	692	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	5	0	35	0	763	7	1	7	721	2

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1120	1508	362	1144	1506	385	723	0	0	770	770	0	0
Stage 1	738	738	-	767	767	-	-	-	-	-	-	-	-
Stage 2	382	770	-	377	739	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	161	120	635	155	120	613	875	-	-	466	840	-	-
Stage 1	376	422	-	361	410	-	-	-	-	-	-	-	-
Stage 2	612	408	-	616	422	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	151	119	635	153	119	613	875	-	-	754	754	-	-
Mov Cap-2 Maneuver	271	241	-	270	243	-	-	-	-	-	-	-	-
Stage 1	376	417	-	361	410	-	-	-	-	-	-	-	-
Stage 2	577	408	-	608	417	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	12.4	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	875	-	-	635	527	754	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.077	0.011	-	-
HCM Control Delay (s)	0	-	-	10.7	12.4	9.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	3	0	8	10	2	2	1	2	733	4	1	19
Future Volume (vph)	3	0	8	10	2	2	1	2	733	4	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0		200
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				50				50
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.891			0.979				0.999			
Flt Protected		0.987			0.966			0.950				0.950
Satd. Flow (prot)	0	3112	0	0	3347	0	0	1770	3536	0	0	1770
Flt Permitted		0.987			0.966			0.950				0.950
Satd. Flow (perm)	0	3112	0	0	3347	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		607			549				1499			
Travel Time (s)		13.8			12.5				22.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	0	8	10	2	2	1	2	764	4	1	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	14	0	0	3	768	0	0	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		15			15				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	667	10
Future Volume (vph)	667	10
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	3532	0
Flt Permitted		
Satd. Flow (perm)	3532	0
Link Speed (mph)	45	
Link Distance (ft)	1727	
Travel Time (s)	26.2	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	695	10
Shared Lane Traffic (%)		
Lane Group Flow (vph)	705	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	0	8	10	2	2	1	2	733	4	1	19	667	10
Future Vol, veh/h	3	0	8	10	2	2	1	2	733	4	1	19	667	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	8	10	2	2	1	2	764	4	1	20	695	10

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1131	1516	353	1162	1519	384	705	705	0	0	768	768	0	0
Stage 1	742	742	-	772	772	-	-	-	-	-	-	-	-	-
Stage 2	389	774	-	390	747	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	158	118	643	150	118	614	513	889	-	-	467	842	-	-
Stage 1	374	420	-	358	407	-	-	-	-	-	-	-	-	-
Stage 2	606	406	-	606	418	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	153	114	643	145	114	614	711	711	-	-	809	809	-	-
Mov Cap-2 Maneuver	272	232	-	262	237	-	-	-	-	-	-	-	-	-
Stage 1	373	409	-	357	405	-	-	-	-	-	-	-	-	-
Stage 2	598	404	-	583	407	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	18.3	0	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	711	-	-	272	643	260	401	809	-	-
HCM Lane V/C Ratio	0.004	-	-	0.011	0.013	0.044	0.008	0.026	-	-
HCM Control Delay (s)	10.1	-	-	18.4	10.7	19.5	14	9.6	-	-
HCM Lane LOS	B	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0	0.1	-	-

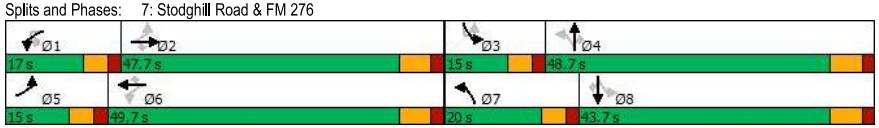
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	125	445	77	22	67	614	344	80	259	51	8	329
Future Volume (vph)	125	445	77	22	67	614	344	80	259	51	8	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	420		0		320		320	340		340		150
Storage Lanes	1		1		1		1	1		1		1
Taper Length (ft)	50				50			100				50
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0	1770
Flt Permitted	0.287				0.409			0.460				0.569
Satd. Flow (perm)	535	3539	1583	0	762	3539	1583	857	3539	1583	0	1060
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			127				358			127		
Link Speed (mph)		50				50			45			
Link Distance (ft)		997				1087			787			
Travel Time (s)		13.6				14.8			11.9			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	130	464	80	23	70	640	358	83	270	53	8	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	464	80	0	93	640	358	83	270	53	0	351
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		15				15			15			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt
Protected Phases	5	2			1	6		7	4			3
Permitted Phases	2		2	1	6		6	4		4	3	8

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	275	102
Future Volume (vph)	275	102
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		127
Link Speed (mph)	45	
Link Distance (ft)	1499	
Travel Time (s)	22.7	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	286	106
Shared Lane Traffic (%)		
Lane Group Flow (vph)	286	106
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	15	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Detector Phase	5	2	2	1	1	6	6	7	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6	10.6
Total Split (s)	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0	15.0
Total Split (%)	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%	11.7%
Maximum Green (s)	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4	9.4
Yellow Time (s)	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7		5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max	Max	None	Max	Max	None	None
Walk Time (s)		11.0	11.0			10.0	10.0		11.0	11.0		
Flash Dont Walk (s)		30.0	30.0			33.0	33.0		31.0	31.0		
Pedestrian Calls (#/hr)		0	0			0	0		0	0		
Act Effct Green (s)	53.1	42.9	42.9		53.3	43.0	43.0	52.1	42.0	42.0		53.0
Actuated g/C Ratio	0.41	0.33	0.33		0.42	0.34	0.34	0.41	0.33	0.33		0.41
v/c Ratio	0.42	0.39	0.13		0.24	0.54	0.47	0.20	0.23	0.09		0.72
Control Delay	24.9	34.1	1.5		21.6	36.6	5.2	21.6	32.1	0.3		37.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	24.9	34.1	1.5		21.6	36.6	5.2	21.6	32.1	0.3		37.5
LOS	C	C	A		C	D	A	C	C	A		D
Approach Delay		28.5				25.0			25.8			
Approach LOS		C				C			C			
Queue Length 50th (ft)	62	154	0		43	226	0	39	85	0		196
Queue Length 95th (ft)	102	209	9		77	287	68	71	122	0		280
Internal Link Dist (ft)		917				1007			707			
Turn Bay Length (ft)	420				320		320	340		340		150
Base Capacity (vph)	313	1185	614		419	1188	769	487	1160	604		490
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0		0
Reduced v/c Ratio	0.42	0.39	0.13		0.22	0.54	0.47	0.17	0.23	0.09		0.72

Intersection Summary			
Area Type:	Other		
Cycle Length: 128.4			
Actuated Cycle Length: 128.1			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 27.9		Intersection LOS: C	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	SBT	SBR
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	43.7	43.7
Total Split (s)	43.7	43.7
Total Split (%)	34.0%	34.0%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.7	4.7
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	8.0	8.0
Flash Dont Walk (s)	29.0	29.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	42.5	42.5
Actuated g/C Ratio	0.33	0.33
v/c Ratio	0.46	0.17
Control Delay	37.4	4.0
Queue Delay	0.0	0.0
Total Delay	37.4	4.0
LOS	D	A
Approach Delay	32.7	
Approach LOS	C	
Queue Length 50th (ft)	187	0
Queue Length 95th (ft)	283	29
Internal Link Dist (ft)	1419	
Turn Bay Length (ft)		
Base Capacity (vph)	617	609
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.46	0.17

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2648	99	0	81
Future Volume (vph)	0	0	2648	99	0	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.995			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3522	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3522	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	2910	109	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	3019	0	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 88.0% ICU Level of Service E
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2648	99	0	81
Future Vol, veh/h	0	0	2648	99	0	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2910	109	0	89

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1510
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	109
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	109
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	114.4
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	109
HCM Lane V/C Ratio	-	-	0.817
HCM Control Delay (s)	-	-	114.4
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	4.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	302	594	282	326	757	0	0	706	379
Future Volume (vph)	0	0	0	302	594	282	326	757	0	0	706	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.983		0.950	0.996				
Satd. Flow (prot)	0	0	0	0	3479	1583	1522	4787	0	0	6408	1583
Flt Permitted					0.983		0.950	0.848				
Satd. Flow (perm)	0	0	0	0	3479	1583	1522	4075	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						244						285
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	318	625	297	343	797	0	0	743	399
Shared Lane Traffic (%)							20%					
Lane Group Flow (vph)	0	0	0	0	943	297	274	866	0	0	743	399
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				40.0	40.0	40.0					30.0	30.0
Total Split (%)				28.6%	28.6%	28.6%					21.4%	21.4%
Maximum Green (s)				33.7	33.7	33.7					24.6	24.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					33.7	33.7	64.6	89.2			24.6	24.6
Actuated g/C Ratio					0.24	0.24	0.46	0.64			0.18	0.18
v/c Ratio					1.13	0.52	0.39	0.33			0.66	0.78
Control Delay					119.8	13.2	4.1	0.6			57.0	27.2
Queue Delay					0.0	0.0	1.7	0.2			0.0	0.0
Total Delay					119.8	13.2	5.8	0.8			57.0	27.2
LOS					F	B	A	A			E	C
Approach Delay					94.3			2.0			46.6	
Approach LOS					F			A			D	
Queue Length 50th (ft)					~521	38	8	2			185	100
Queue Length 95th (ft)					#656	129	m26	2			223	233
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					837	566	702	2608			1125	513
Starvation Cap Reductn					0	0	273	876			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					1.13	0.52	0.64	0.50			0.66	0.78

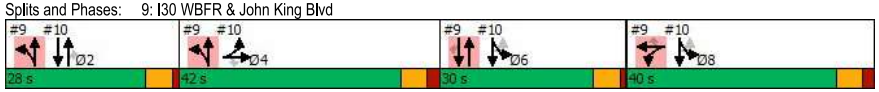
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 49.0		Intersection LOS: D	
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	28.0	42.0
Total Split (%)	20%	30%
Maximum Green (s)	22.6	35.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	441	272	364	0	0	0	0	631	219	1	262	736
Future Volume (vph)	441	272	364	0	0	0	0	631	219	1	262	736
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150		0	
Storage Lanes	0		1	0		0	0		1		2	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.95	0.97	0.95
Frt			0.850						0.850			
Flt Protected		0.970									0.950	
Satd. Flow (prot)	0	3433	1583	0	0	0	0	6408	1583	0	3433	3539
Flt Permitted		0.970									0.376	
Satd. Flow (perm)	0	3433	1583	0	0	0	0	6408	1583	0	1359	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			240						228			
Link Speed (mph)		55			30			45				30
Link Distance (ft)		1172			4617			935				266
Travel Time (s)		14.5			104.9			14.2				6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	459	283	379	0	0	0	0	657	228	1	273	767
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	742	379	0	0	0	0	657	228	0	274	767
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	Prot	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8		

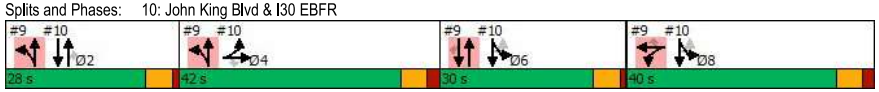
Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	42.0	42.0	42.0					28.0	28.0			
Total Split (%)	30.0%	30.0%	30.0%					20.0%	20.0%			
Maximum Green (s)	35.7	35.7	35.7					22.6	22.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		35.7	35.7					22.6	22.6		64.6	92.6
Actuated g/C Ratio		0.26	0.26					0.16	0.16		0.46	0.66
v/c Ratio		1.02dl	0.65					0.64	0.51		0.44	0.33
Control Delay		59.9	22.3					58.0	10.5		5.7	1.9
Queue Delay		0.0	0.0					0.0	0.0		1.6	1.8
Total Delay		59.9	22.3					58.0	10.5		7.4	3.7
LOS		E	C					E	B		A	A
Approach Delay		47.2						45.8				4.7
Approach LOS		D						D				A
Queue Length 50th (ft)		340	112					164	0		12	53
Queue Length 95th (ft)		420	229					200	76		m15	m30
Internal Link Dist (ft)		1092			4537			855				186
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		875	582					1034	446		627	2340
Starvation Cap Reductn		0	0					0	0		204	1361
Spillback Cap Reductn		0	0					0	0		0	0
Storage Cap Reductn		0	0					0	0		0	0
Reduced v/c Ratio		0.85	0.65					0.64	0.51		0.65	0.78

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 32.2		Intersection LOS: C	
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		10.0	7.0
Minimum Split (s)		22.5	47.3
Total Split (s)		30.0	40.0
Total Split (%)		21%	29%
Maximum Green (s)		24.6	33.7
Yellow Time (s)		4.3	4.3
All-Red Time (s)		1.1	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	36.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

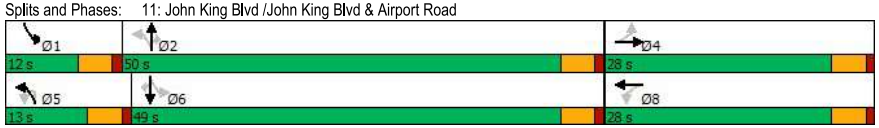
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	65	92	209	29	35	62	1	107	885	37	135	791
Future Volume (vph)	65	92	209	29	35	62	1	107	885	37	135	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		200	100	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95
Frt		0.914			0.926					0.850		
Flt Protected		0.991			0.989			0.950			0.950	
Satd. Flow (prot)	0	3206	0	0	3241	0	0	1770	3539	1583	1770	3539
Flt Permitted		0.870			0.809			0.258			0.218	
Satd. Flow (perm)	0	2814	0	0	2651	0	0	481	3539	1583	406	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		222			66					73		
Link Speed (mph)		35			35				45			45
Link Distance (ft)		972			2394				3337			865
Travel Time (s)		18.9			46.6				50.6			13.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	69	98	222	31	37	66	1	114	941	39	144	841
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	134	0	0	115	941	39	144	841
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			30
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2		1	1	2	1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	35
Future Volume (vph)	35
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	37
Shared Lane Traffic (%)	
Lane Group Flow (vph)	37
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4		8	8		5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	13.0	50.0	50.0	12.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	14.4%	55.6%	55.6%	13.3%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	8.5	45.5	45.5	7.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0				7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0				11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0				0	0		0
Act Effct Green (s)		9.3			9.3			26.7	21.3	21.3	26.3	21.1
Actuated g/C Ratio		0.19			0.19			0.54	0.43	0.43	0.54	0.43
v/c Ratio		0.54			0.24			0.25	0.61	0.05	0.34	0.55
Control Delay		12.3			12.7			5.5	13.6	1.3	6.7	13.0
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		12.3			12.7			5.5	13.6	1.3	6.7	13.0
LOS		B			B			A	B	A	A	B
Approach Delay		12.3			12.7				12.3			11.7
Approach LOS		B			B				B			B
Queue Length 50th (ft)		23			8			10	110	0	13	94
Queue Length 95th (ft)		65			32			31	193	7	38	173
Internal Link Dist (ft)		892			2314				3257			785
Turn Bay Length (ft)								200		200	100	
Base Capacity (vph)		1576			1417			514	3116	1402	448	3077
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.25			0.09			0.22	0.30	0.03	0.32	0.27

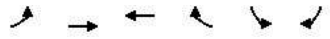
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 49			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	49.0
Total Split (%)	54.4%
Maximum Green (s)	44.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	21.1
Actuated g/C Ratio	0.43
v/c Ratio	0.05
Control Delay	1.2
Queue Delay	0.0
Total Delay	1.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	6
Internal Link Dist (ft)	
Turn Bay Length (ft)	100
Base Capacity (vph)	1386
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.03

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1821	366	0	121
Future Volume (vph)	0	0	1821	366	0	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1979	398	0	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1979	398	0	132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

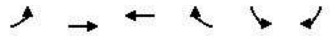
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1821	366	0	121
Future Vol, veh/h	0	0	1821	366	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1979	398	0	132

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	990
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	245
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	245
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	35.5
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	245
HCM Lane V/C Ratio	-	-	0.537
HCM Control Delay (s)	-	-	35.5
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	2.9



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1587	355	0	223
Future Volume (vph)	0	0	1587	355	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1725	386	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1725	386	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1587	355	0	223
Future Vol, veh/h	0	0	1587	355	0	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1725	386	0	242

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	863
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	298
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	298
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	53.7
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	298
HCM Lane V/C Ratio	-	-	0.813
HCM Control Delay (s)	-	-	53.7
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	6.7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1612	200	0	149
Future Volume (vph)	0	0	1612	200	0	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1752	217	0	162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1752	217	0	162
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1612	200	0	149
Future Vol, veh/h	0	0	1612	200	0	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1752	217	0	162

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	876
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	292
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	292
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	31.7
HCM LOS		D

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	292
HCM Lane V/C Ratio	-	-	0.555
HCM Control Delay (s)	-	-	31.7
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	3.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	280	0	628	684	44
Future Volume (vph)	0	280	0	628	684	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.991	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3507	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3507	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	304	0	683	743	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	304	0	683	791	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.3%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	280	0	628	684	44
Future Vol, veh/h	0	280	0	628	684	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	304	0	683	743	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	396	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	603	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	603	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	603	-	-
HCM Lane V/C Ratio	-	0.505	-	-
HCM Control Delay (s)	-	16.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	2.8	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	26	0	133	17	0	223
Future Volume (vph)	26	0	133	17	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	0	145	18	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	145	18	242	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	0	133	17	0	223
Future Vol, veh/h	26	0	133	17	0	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	0	145	18	0	242

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	28	0	327	14
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1584	-	642	1062
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %	-	-			-	
Mov Cap-1 Maneuver	-	-	1584	-	583	1062
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1062	-	-	1584	-
HCM Lane V/C Ratio	0.228	-	-	0.091	-
HCM Control Delay (s)	9.4	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	249	0	87	149	0	121
Future Volume (vph)	249	0	87	149	0	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	271	0	95	162	0	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	271	0	95	162	132	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	249	0	87	149	0	121
Future Vol, veh/h	249	0	87	149	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	271	0	95	162	0	132

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	271	0	542	136
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	271	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1289	-	470	888
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1289	-	435	888
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	695	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	888	-	-	1289	-
HCM Lane V/C Ratio	0.148	-	-	0.073	-
HCM Control Delay (s)	9.8	-	-	8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	29	44	39	51	5
Future Volume (vph)	20	29	44	39	51	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920				0.989	
Flt Protected	0.980			0.974		
Satd. Flow (prot)	1679	0	0	1814	1842	0
Flt Permitted	0.980			0.974		
Satd. Flow (perm)	1679	0	0	1814	1842	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	32	48	42	55	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	0	90	60	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	29	44	39	51	5
Future Vol, veh/h	20	29	44	39	51	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	32	48	42	55	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	196	58	60	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	793	1008	1544	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	768	1008	1544	-	-	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	3.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1544	-	894	-	-
HCM Lane V/C Ratio	0.031	-	0.06	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	5	30	10	5	11
Future Volume (vph)	19	5	30	10	5	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974		0.966			
Flt Protected	0.961					0.986
Satd. Flow (prot)	1744	0	1799	0	0	1837
Flt Permitted	0.961					0.986
Satd. Flow (perm)	1744	0	1799	0	0	1837
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	5	33	11	5	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	44	0	0	17
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	5	30	10	5	11
Future Vol, veh/h	19	5	30	10	5	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	5	33	11	5	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	61	39	0	0	44	0
Stage 1	39	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	945	1033	-	-	1564	-
Stage 1	983	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	942	1033	-	-	1564	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	2.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1564	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	83	16	0	81
Future Volume (vph)	0	0	83	16	0	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979			
Flt Protected						
Satd. Flow (prot)	0	0	1824	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1824	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	90	17	0	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	107	0	0	88
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	8.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	36	0	39	20	0	21
Future Volume (vph)	36	0	39	20	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.954			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1777	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1777	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	0	42	22	0	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	64	0	0	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	0	39	20	0	21
Future Vol, veh/h	36	0	39	20	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	0	42	22	0	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	76	53	0	0	64	0
Stage 1	53	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	927	1014	-	-	1538	-
Stage 1	970	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	927	1014	-	-	1538	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	927	1538	-
HCM Lane V/C Ratio	-	-	0.042	-	-
HCM Control Delay (s)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	153	223	89	938	575	35
Future Volume (vph)	153	223	89	938	575	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.991	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3507	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3507	0
Link Speed (mph)	35			45	45	
Link Distance (ft)	2687			952	2063	
Travel Time (s)	52.3			14.4	31.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	168	245	98	1031	632	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	245	98	1031	670	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	153	223	89	938	575	35
Future Vol, veh/h	153	223	89	938	575	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	345	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	245	98	1031	632	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1363	335	670	0	-	0
Stage 1	651	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 139	661	916	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 124	661	916	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	0.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	916	-	257	661	-	-
HCM Lane V/C Ratio	0.107	-	0.654	0.371	-	-
HCM Control Delay (s)	9.4	-	42.1	13.6	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.4	-	4.1	1.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	1	4	1	1025	3	799	0
Future Volume (vph)	0	1	4	1	1025	3	799	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400		0		0
Storage Lanes	1	0		1		0		0
Taper Length (ft)	25			150		25		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt	0.865							
Flt Protected				0.950				
Satd. Flow (prot)	1611	0	0	1770	3539	0	3539	0
Flt Permitted				0.950				
Satd. Flow (perm)	1611	0	0	1770	3539	0	3539	0
Link Speed (mph)	30				45		45	
Link Distance (ft)	304				922		952	
Travel Time (s)	6.9				14.0		14.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1	4	1	1090	3	850	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1	0	0	5	1090	0	853	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				12		12	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	16				16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	1	4	1	1025	3	799	0
Future Vol, veh/h	0	1	4	1	1025	3	799	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	400	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	4	1	1090	3	850	0

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	1411	425	850	850	0	1090	-	0
Stage 1	856	-	-	-	-	-	-	-
Stage 2	555	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	129	578	414	784	-	291	-	-
Stage 1	377	-	-	-	-	-	-	-
Stage 2	539	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	125	578	456	456	-	291	-	-
Mov Cap-2 Maneuver	125	-	-	-	-	-	-	-
Stage 1	373	-	-	-	-	-	-	-
Stage 2	528	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.1	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	456	-	578	-	-
HCM Lane V/C Ratio	0.012	-	0.002	-	-
HCM Control Delay (s)	13	-	11.2	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	251	207	144	1	475	845	0	0	454
Future Volume (vph)	0	0	0	251	207	144	1	475	845	0	0	454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400		0		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	25			150				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	1770	3539	1583	0	1770	3539	0	0	5085
Flt Permitted				0.950				0.386				
Satd. Flow (perm)	0	0	0	1770	3539	1583	0	719	3539	0	0	5085
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						148						
Link Speed (mph)		55			55				45			45
Link Distance (ft)		2617			781				252			922
Travel Time (s)		32.4			9.7				3.8			14.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	259	213	148	1	490	871	0	0	468
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	259	213	148	0	491	871	0	0	468
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				1	2	1	1	1	2			2
Detector Template				Left	Thru	Right	Left	Left	Thru			Thru
Leading Detector (ft)				20	100	20	20	20	100			100
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				20	6	20	20	20	6			6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)					94				94			94
Detector 2 Size(ft)					6				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type				Split	NA	Perm	custom	D.P+P	NA			NA
Protected Phases				8	8			2 4	2 4 6			6
Permitted Phases						8	2 4	6				

Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	392		
Future Volume (vph)	392		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	250		
Storage Lanes	1		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt	0.850		
Flt Protected			
Satd. Flow (prot)	1583		
Flt Permitted			
Satd. Flow (perm)	1583		
Right Turn on Red	Yes		
Satd. Flow (RTOR)	314		
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.97		
Adj. Flow (vph)	404		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	404		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors	1		
Detector Template	Right		
Leading Detector (ft)	20		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	20		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type	Perm		
Protected Phases		2	4
Permitted Phases	6		

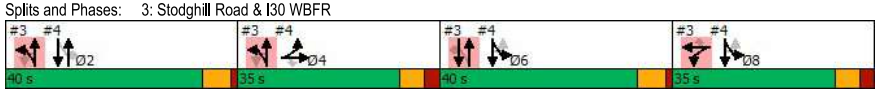
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase				8	8	8	2 4	2 4	2 4 6			6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0						15.0
Minimum Split (s)				13.9	13.9	13.9						21.1
Total Split (s)				35.0	35.0	35.0						40.0
Total Split (%)				23.3%	23.3%	23.3%						26.7%
Maximum Green (s)				28.1	28.1	28.1						33.9
Yellow Time (s)				4.3	4.3	4.3						5.0
All-Red Time (s)				2.6	2.6	2.6						1.1
Lost Time Adjust (s)				0.0	0.0	0.0						0.0
Total Lost Time (s)				6.9	6.9	6.9						6.1
Lead/Lag				Lag	Lag	Lag						Lead
Lead-Lag Optimize?				Yes	Yes	Yes						Yes
Vehicle Extension (s)				3.0	3.0	3.0						3.0
Recall Mode				None	None	None						None
Act Effct Green (s)				26.2	26.2	26.2		101.1	107.2			32.1
Actuated g/C Ratio				0.18	0.18	0.18		0.69	0.73			0.22
v/c Ratio				0.82	0.34	0.37		0.49	0.34			0.42
Control Delay				79.0	54.3	10.1		0.5	0.0			50.6
Queue Delay				0.0	0.0	0.0		1.3	2.2			0.0
Total Delay				79.0	54.3	10.1		1.8	2.2			50.6
LOS				E	D	B		A	A			D
Approach Delay					54.1				2.1			35.8
Approach LOS					D				A			D
Queue Length 50th (ft)				244	95	0		3	0			144
Queue Length 95th (ft)				#374	137	62		m3	m0			182
Internal Link Dist (ft)		2537			701				172			842
Turn Bay Length (ft)				400		400						
Base Capacity (vph)				340	680	423		992	2638			1180
Starvation Cap Reductn				0	0	0		296	1579			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.76	0.31	0.35		0.71	0.82			0.40

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 146.4			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.85			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 107.0%		ICU Level of Service G	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	SBR	Ø2	Ø4
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	15.0	15.0	7.0
Minimum Split (s)	21.1	21.1	13.9
Total Split (s)	40.0	40.0	35.0
Total Split (%)	26.7%	27%	23%
Maximum Green (s)	33.9	33.9	28.1
Yellow Time (s)	5.0	5.0	4.3
All-Red Time (s)	1.1	1.1	2.6
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.1		
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Act Effct Green (s)	32.1		
Actuated g/C Ratio	0.22		
v/c Ratio	0.68		
Control Delay	18.7		
Queue Delay	0.0		
Total Delay	18.7		
LOS	B		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	75		
Queue Length 95th (ft)	201		
Internal Link Dist (ft)			
Turn Bay Length (ft)	250		
Base Capacity (vph)	608		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.66		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	573	461	417	0	0	0	0	772	351	1	197	486
Future Volume (vph)	573	461	417	0	0	0	0	772	351	1	197	486
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200		0	
Storage Lanes	1		1	0		0	0		1		1	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.95	1.00	0.95
Frt			0.850						0.850			
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	0	1770	3539
Flt Permitted	0.950										0.157	
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	0	292	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			422						346			
Link Speed (mph)		55			55			45				45
Link Distance (ft)		4617			1679			707				252
Travel Time (s)		57.2			20.8			10.7				3.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	630	507	458	0	0	0	0	848	386	1	216	534
Shared Lane Traffic (%)												
Lane Group Flow (vph)	630	507	458	0	0	0	0	848	386	0	217	534
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			15				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	D.P+P	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8	2	

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.91		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.2	28.2	28.2					34.0	34.0		99.1	105.2
Actuated g/C Ratio	0.19	0.19	0.19					0.23	0.23		0.68	0.72
v/c Ratio	1.85	0.75	0.71					0.72	0.61		0.25	0.21
Control Delay	427.5	64.1	13.8					56.5	12.0		0.9	0.4
Queue Delay	0.0	0.0	0.0					0.0	0.0		0.6	0.6
Total Delay	427.5	64.1	13.8					56.5	12.0		1.5	1.1
LOS	F	E	B					E	B		A	A
Approach Delay		193.2						42.6				1.2
Approach LOS		F						D				A
Queue Length 50th (ft)	~942	250	30					284	31		2	2
Queue Length 95th (ft)	#1183	317	154					338	139		m2	2
Internal Link Dist (ft)		4537			1599			627				172
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	340	680	645					1180	633		878	2516
Starvation Cap Reductn	0	0	0					0	0		369	1542
Spillback Cap Reductn	0	0	0					0	0		0	0
Storage Cap Reductn	0	0	0					0	0		0	0
Reduced v/c Ratio	1.85	0.75	0.71					0.72	0.61		0.43	0.55

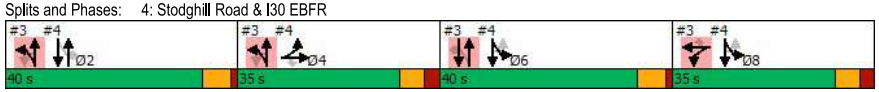
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 146.4			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.85			
Intersection Signal Delay: 101.0		Intersection LOS: F	
Intersection Capacity Utilization 107.0%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		15.0	7.0
Minimum Split (s)		21.1	13.9
Total Split (s)		40.0	35.0
Total Split (%)		27%	23%
Maximum Green (s)		33.9	28.1
Yellow Time (s)		5.0	4.3
All-Red Time (s)		1.1	2.6
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	0	0	28	0	148	1	0	973	13	48	865
Future Volume (vph)	3	0	0	28	0	148	1	0	973	13	48	865
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		200		0	100	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt					0.887				0.998			
Flt Protected		0.950			0.992			0.950			0.950	
Satd. Flow (prot)	0	1770	0	0	1639	0	0	1770	3532	0	1770	3539
Flt Permitted		0.950			0.992			0.950			0.950	
Satd. Flow (perm)	0	1770	0	0	1639	0	0	1770	3532	0	1770	3539
Link Speed (mph)		30			35				45			45
Link Distance (ft)		618			749				1727			706
Travel Time (s)		14.0			14.6				26.2			10.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	3	0	0	31	0	163	1	0	1069	14	53	951
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	194	0	0	1	1083	0	53	951
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			15
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	9	60		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	3	0	0	28	0	148	1	0	973	13	48	865	0
Future Vol, veh/h	3	0	0	28	0	148	1	0	973	13	48	865	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	0	31	0	163	1	0	1069	14	53	951	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1594	2142	476	1660	2135	542	951	951	0	0	1083	0	0
Stage 1	1057	1057	-	1078	1078	-	-	-	-	-	-	-	-
Stage 2	537	1085	-	582	1057	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	72	48	535	64	49	485	357	718	-	-	640	-	0
Stage 1	240	300	-	233	293	-	-	-	-	-	-	-	0
Stage 2	496	291	-	466	300	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	45	44	535	60	45	485	357	357	-	-	640	-	-
Mov Cap-2 Maneuver	137	136	-	162	150	-	-	-	-	-	-	-	-
Stage 1	239	275	-	232	292	-	-	-	-	-	-	-	-
Stage 2	329	290	-	427	275	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.9	25.1	0	0.6
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	357	-	-	137	368	640	-
HCM Lane V/C Ratio	0.003	-	-	0.024	0.526	0.082	-
HCM Control Delay (s)	15.1	-	-	31.9	25.1	11.1	-
HCM Lane LOS	C	-	-	D	D	B	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.9	0.3	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	1	63	32	7	65	20	764	14	27	827	47
Future Volume (vph)	132	1	63	32	7	65	20	764	14	27	827	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.907			0.997			0.992	
Flt Protected		0.967			0.985		0.950			0.950		
Satd. Flow (prot)	0	3258	0	0	3162	0	1770	3529	0	1770	3511	0
Flt Permitted		0.967			0.985		0.950			0.950		
Satd. Flow (perm)	0	3258	0	0	3162	0	1770	3529	0	1770	3511	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		607			549			1499			1727	
Travel Time (s)		13.8			12.5			22.7			26.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	147	1	70	36	8	72	22	849	16	30	919	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	0	0	116	0	22	865	0	30	971	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	132	1	63	32	7	65	20	764	14	27	827	47
Future Vol, veh/h	132	1	63	32	7	65	20	764	14	27	827	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	147	1	70	36	8	72	22	849	16	30	919	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1478	1914	486	1421	1932	433	971	0	0	865	0	0
Stage 1	1005	1005	-	901	901	-	-	-	-	-	-	-
Stage 2	473	909	-	520	1031	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 88	67	527	97	65	571	706	-	-	774	-	-
Stage 1	259	317	-	299	355	-	-	-	-	-	-	-
Stage 2	541	352	-	507	309	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 70	62	527	79	61	571	706	-	-	774	-	-
Mov Cap-2 Maneuver	172	169	-	188	167	-	-	-	-	-	-	-
Stage 1	251	305	-	290	344	-	-	-	-	-	-	-
Stage 2	447	341	-	421	297	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	64.4	18.8	0.3	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	706	-	-	172	518	186	508	774	-	-
HCM Lane V/C Ratio	0.031	-	-	0.856	0.136	0.212	0.15	0.039	-	-
HCM Control Delay (s)	10.3	-	-	89	13	29.5	13.3	9.8	-	-
HCM Lane LOS	B	-	-	F	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	6	0.5	0.8	0.5	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	99	833	185	17	118	603	369	117	352	106	11
Future Volume (vph)	1	99	833	185	17	118	603	369	117	352	106	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		0		320		320	340		340	
Storage Lanes		1		1		1		1	1		1	
Taper Length (ft)		50				50			100			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0
Flt Permitted		0.307				0.141			0.293			
Satd. Flow (perm)	0	572	3539	1583	0	263	3539	1583	546	3539	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				191				384			127	
Link Speed (mph)			50				50			45		
Link Distance (ft)			997				1087			787		
Travel Time (s)			13.6				14.8			11.9		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	103	868	193	18	123	628	384	122	367	110	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	868	193	0	141	628	384	122	367	110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA
Median Width(ft)			15				15			15		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	9
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom
Protected Phases		5	2			1	6		7	4		
Permitted Phases	5	2		2	1	6		6	4		4	3

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	433	376	97
Future Volume (vph)	433	376	97
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		0
Storage Lanes	1		1
Taper Length (ft)	50		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1770	1863	1583
Flt Permitted	0.503		
Satd. Flow (perm)	937	1863	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			127
Link Speed (mph)		45	
Link Distance (ft)		1499	
Travel Time (s)		22.7	
Peak Hour Factor	0.96	0.96	0.96
Adj. Flow (vph)	451	392	101
Shared Lane Traffic (%)			
Lane Group Flow (vph)	462	392	101
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		15	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	Perm
Protected Phases	3	8	
Permitted Phases	8		8

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Detector Phase	5	5	2	2	1	1	6	6	7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6
Total Split (s)	15.0	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0
Total Split (%)	11.7%	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%
Maximum Green (s)	9.4	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4
Yellow Time (s)	3.6	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max	Max	None	Max	Max	None
Walk Time (s)			11.0	11.0			10.0	10.0		11.0	11.0	
Flash Dont Walk (s)			30.0	30.0			33.0	33.0		31.0	31.0	
Pedestrian Calls (#/hr)			0	0			0	0		0	0	
Act Effct Green (s)		51.1	41.3	41.3		54.5	43.0	43.0	53.8	42.0	42.0	
Actuated g/C Ratio		0.40	0.32	0.32		0.43	0.34	0.34	0.42	0.33	0.33	
v/c Ratio		0.33	0.76	0.30		0.60	0.53	0.49	0.37	0.32	0.18	
Control Delay		23.3	44.0	5.8		31.7	36.2	5.2	24.0	33.2	4.3	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		23.3	44.0	5.8		31.7	36.2	5.2	24.0	33.2	4.3	
LOS		C	D	A		C	D	A	C	C	A	
Approach Delay			35.8				25.3			26.0		
Approach LOS			D				C			C		
Queue Length 50th (ft)		49	342	1		67	221	0	59	120	0	
Queue Length 95th (ft)		85	422	55		111	281	70	98	163	31	
Internal Link Dist (ft)			917				1007			707		
Turn Bay Length (ft)		420				320		320	340		340	
Base Capacity (vph)		320	1145	641		248	1191	787	383	1163	605	
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	
Reduced v/c Ratio		0.33	0.76	0.30		0.57	0.53	0.49	0.32	0.32	0.18	

Intersection Summary

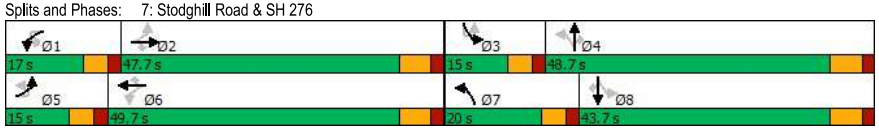
Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 127.7
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 38.1 Intersection LOS: D
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	SBL	SBT	SBR
Detector Phase	3	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.6	43.7	43.7
Total Split (s)	15.0	43.7	43.7
Total Split (%)	11.7%	34.0%	34.0%
Maximum Green (s)	9.4	37.0	37.0
Yellow Time (s)	3.6	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.7	6.7
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	Max	Max
Walk Time (s)		8.0	8.0
Flash Dont Walk (s)		29.0	29.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	51.2	40.7	40.7
Actuated g/C Ratio	0.40	0.32	0.32
v/c Ratio	1.06	0.66	0.17
Control Delay	93.0	44.7	3.5
Queue Delay	0.0	0.0	0.0
Total Delay	93.0	44.7	3.5
LOS	F	D	A
Approach Delay		63.7	
Approach LOS		E	
Queue Length 50th (ft)	~310	282	0
Queue Length 95th (ft)	#604	414	26
Internal Link Dist (ft)		1419	
Turn Bay Length (ft)	150		
Base Capacity (vph)	436	593	590
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.06	0.66	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Stodghill Road & SH 276



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2252	3	0	3
Future Volume (vph)	0	0	2252	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	2617		462	
Travel Time (s)		24.9	32.4		9.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	2619	3	0	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2622	0	0	3
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2252	3	0	3
Future Vol, veh/h	0	0	2252	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2619	3	0	3

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1311
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	149
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	149
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	29.7
HCM LOS		D

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	149
HCM Lane V/C Ratio	-	-	0.023
HCM Control Delay (s)	-	-	29.7
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	189	542	298	528	1115	0	0	909	428
Future Volume (vph)	0	0	0	189	542	298	528	1115	0	0	909	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.987		0.950	0.995				
Satd. Flow (prot)	0	0	0	0	3493	1583	1522	4782	0	0	6408	1583
Flt Permitted					0.987		0.950	0.660				
Satd. Flow (perm)	0	0	0	0	3493	1583	1522	3172	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						167						157
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	205	589	324	574	1212	0	0	988	465
Shared Lane Traffic (%)							25%					
Lane Group Flow (vph)	0	0	0	0	794	324	430	1356	0	0	988	465
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				40.0	40.0	40.0					30.0	30.0
Total Split (%)				28.6%	28.6%	28.6%					21.4%	21.4%
Maximum Green (s)				33.7	33.7	33.7					24.6	24.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					33.7	33.7	64.6	89.2			24.6	24.6
Actuated g/C Ratio					0.24	0.24	0.46	0.64			0.18	0.18
v/c Ratio					0.95	0.64	0.61	0.55			0.88	1.14
Control Delay					72.4	28.9	6.0	1.0			66.1	123.0
Queue Delay					0.0	0.0	15.8	1.4			0.0	0.0
Total Delay					72.4	28.9	21.8	2.4			66.1	123.0
LOS					E	C	C	A			E	F
Approach Delay					59.8			7.1			84.3	
Approach LOS					E			A			F	
Queue Length 50th (ft)					376	129	37	6			258	~369
Queue Length 95th (ft)					#502	239	m34	m4			301	#592
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					840	507	702	2447			1125	407
Starvation Cap Reductn					0	0	258	823			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.95	0.64	0.97	0.83			0.88	1.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay: 46.4		Intersection LOS: D	
Intersection Capacity Utilization 110.8%		ICU Level of Service H	
Analysis Period (min) 15			

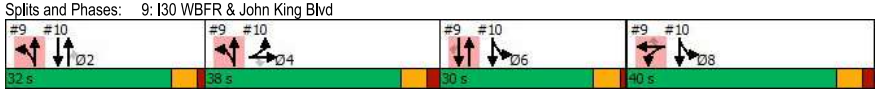
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	32.0	38.0
Total Split (%)	23%	27%
Maximum Green (s)	26.6	31.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

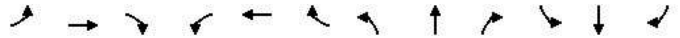
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	625	578	640	0	0	0	0	1014	138	378	721	0
Future Volume (vph)	625	578	640	0	0	0	0	1014	138	378	721	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	2		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.975								0.950		
Satd. Flow (prot)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Flt Permitted		0.975								0.950		
Satd. Flow (perm)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			260						117			
Link Speed (mph)		55			30			45			30	
Link Distance (ft)		1172			4617			935			266	
Travel Time (s)		14.5			104.9			14.2			6.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	658	608	674	0	0	0	0	1067	145	398	759	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1266	674	0	0	0	0	1067	145	398	759	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2			

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	38.0	38.0	38.0					32.0	32.0			
Total Split (%)	27.1%	27.1%	27.1%					22.9%	22.9%			
Maximum Green (s)	31.7	31.7	31.7					26.6	26.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		31.7	31.7					26.6	26.6	64.6	96.6	
Actuated g/C Ratio		0.23	0.23					0.19	0.19	0.46	0.69	
v/c Ratio		1.65dl	1.21					0.88	0.37	0.25	0.31	
Control Delay		320.1	137.0					64.2	15.6	1.5	1.7	
Queue Delay		0.0	0.0					0.0	0.0	1.0	2.7	
Total Delay		320.1	137.0					64.2	15.6	2.5	4.4	
LOS		F	F					E	B	A	A	
Approach Delay		256.5						58.4			3.8	
Approach LOS		F						E			A	
Queue Length 50th (ft)		~870	~553					277	21	3	35	
Queue Length 95th (ft)		#1010	#798					321	84	m5	m38	
Internal Link Dist (ft)		1092			4537			855			186	
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		781	559					1217	395	1584	2441	
Starvation Cap Reductn		0	0					0	0	909	1529	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		1.62	1.21					0.88	0.37	0.59	0.83	

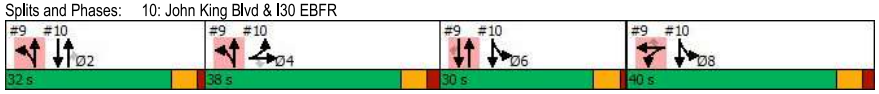
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay: 132.9		Intersection LOS: F	
Intersection Capacity Utilization 110.8%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	30.0	40.0
Total Split (%)	21%	29%
Maximum Green (s)	24.6	33.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	241	207	30	82	35	138	1188	107	47	977	70
Future Volume (vph)	103	241	207	30	82	35	138	1188	107	47	977	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	100		100
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.944			0.964				0.850			0.850
Flt Protected		0.991			0.990		0.950			0.950		
Satd. Flow (prot)	0	3311	0	0	3378	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.852			0.778		0.163			0.132		
Satd. Flow (perm)	0	2847	0	0	2654	0	304	3539	1583	246	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		135			37				114			73
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		972			2394			3337			865	
Travel Time (s)		18.9			46.6			50.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	110	256	220	32	87	37	147	1264	114	50	1039	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	586	0	0	156	0	147	1264	114	50	1039	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	50.0	50.0	12.0	49.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	55.6%	55.6%	13.3%	54.4%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	45.5	45.5	7.5	44.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		17.6			17.6		39.6	35.4	35.4	36.4	31.6	31.6
Actuated g/C Ratio		0.26			0.26		0.58	0.52	0.52	0.53	0.46	0.46
v/c Ratio		0.71			0.22		0.41	0.69	0.13	0.18	0.64	0.10
Control Delay		24.9			19.7		9.8	16.3	3.0	7.5	17.1	3.7
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		24.9			19.7		9.8	16.3	3.0	7.5	17.1	3.7
LOS		C			B		A	B	A	A	B	A
Approach Delay		24.9			19.7			14.7			15.8	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		97			22		24	232	0	8	184	0
Queue Length 95th (ft)		182			53		53	354	25	22	274	21
Internal Link Dist (ft)		892			2314			3257			785	
Turn Bay Length (ft)							200		200	100		100
Base Capacity (vph)		1168			1034		377	2438	1126	318	2400	1097
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.50			0.15		0.39	0.52	0.10	0.16	0.43	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 68.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	90	63	55	543	1	429	30
Future Volume (vph)	90	63	55	543	1	429	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345		0		0
Storage Lanes	1	1	1		0		0
Taper Length (ft)	25		100		25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95
Frt		0.850				0.990	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1583	1770	3539	0	3504	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	1583	1770	3539	0	3504	0
Link Speed (mph)	35			45		45	
Link Distance (ft)	2687			952		2063	
Travel Time (s)	52.3			14.4		31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	93	65	57	560	1	442	31
Shared Lane Traffic (%)							
Lane Group Flow (vph)	93	65	57	560	0	474	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	90	63	55	543	1	429	30
Future Vol, veh/h	90	63	55	543	1	429	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	345	-	-	-	-
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	93	65	57	560	1	442	31

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	854	237	473	0	560	-	0
Stage 1	460	-	-	-	-	-	-
Stage 2	394	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	298	764	1085	-	634	-	-
Stage 1	602	-	-	-	-	-	-
Stage 2	650	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	282	764	1085	-	634	-	-
Mov Cap-2 Maneuver	405	-	-	-	-	-	-
Stage 1	570	-	-	-	-	-	-
Stage 2	649	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1085	-	405	764	-	-
HCM Lane V/C Ratio	0.052	-	0.229	0.085	-	-
HCM Control Delay (s)	8.5	-	16.5	10.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	611	491	3
Future Volume (vph)	1	1	1	611	491	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	400			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		150			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.932				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1694	0	1770	3539	3536	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1694	0	1770	3539	3536	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	304			922	952	
Travel Time (s)	6.9			14.0	14.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	1	1	636	511	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	1	636	514	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	611	491	3
Future Vol, veh/h	1	1	1	611	491	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	400	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	636	511	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	833	257	514	0	-	0
Stage 1	513	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	307	742	1048	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	307	742	1048	-	-	-
Mov Cap-2 Maneuver	307	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1048	-	434	-	-
HCM Lane V/C Ratio	0.001	-	0.005	-	-
HCM Control Delay (s)	8.4	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	202	323	137	379	479	0	0	217	269
Future Volume (vph)	0	0	0	202	323	137	379	479	0	0	217	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	5085	1583
Flt Permitted				0.950			0.602					
Satd. Flow (perm)	0	0	0	1770	3539	1583	1121	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						146						286
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		2617			781			252			922	
Travel Time (s)		32.4			9.7			3.8			14.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	215	344	146	403	510	0	0	231	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	215	344	146	403	510	0	0	231	286
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8	6					6

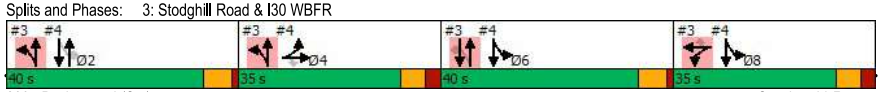
Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					15.0	15.0
Minimum Split (s)				13.9	13.9	13.9					21.1	21.1
Total Split (s)				35.0	35.0	35.0					40.0	40.0
Total Split (%)				23.3%	23.3%	23.3%					26.7%	26.7%
Maximum Green (s)				28.1	28.1	28.1					33.9	33.9
Yellow Time (s)				4.3	4.3	4.3					5.0	5.0
All-Red Time (s)				2.6	2.6	2.6					1.1	1.1
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.9	6.9	6.9					6.1	6.1
Lead/Lag				Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Act Effct Green (s)				22.4	22.4	22.4	84.6	90.8			20.1	20.1
Actuated g/C Ratio				0.18	0.18	0.18	0.67	0.72			0.16	0.16
v/c Ratio				0.69	0.55	0.36	0.37	0.20			0.29	0.58
Control Delay				62.3	52.0	10.1	2.2	0.3			48.8	10.4
Queue Delay				0.0	0.0	0.0	0.4	0.2			0.0	0.0
Total Delay				62.3	52.0	10.1	2.6	0.5			48.8	10.4
LOS				E	D	B	A	A			D	B
Approach Delay					46.4			1.4			27.5	
Approach LOS					D			A			C	
Queue Length 50th (ft)				168	137	0	27	2			64	0
Queue Length 95th (ft)				287	212	62	m45	m2			95	80
Internal Link Dist (ft)		2537			701			172			842	
Turn Bay Length (ft)				400		400						250
Base Capacity (vph)				400	800	471	1068	2920			1388	640
Starvation Cap Reductn				0	0	0	292	1538			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.54	0.43	0.31	0.52	0.37			0.17	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 126.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 77.8%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

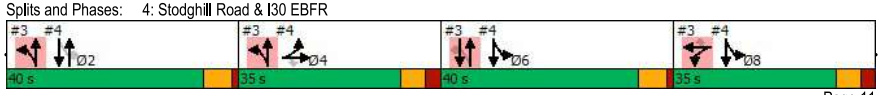
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	251	357	0	0	0	0	529	145	73	345	0
Future Volume (vph)	329	251	357	0	0	0	0	529	145	73	345	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	1770	3539	0
Flt Permitted	0.950									0.347		
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	646	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			368						149			
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		4617			1679			707			252	
Travel Time (s)		57.2			20.8			10.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	339	259	368	0	0	0	0	545	149	75	356	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	339	259	368	0	0	0	0	545	149	75	356	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2	2		

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.6	28.6	28.6					28.9	28.9	78.3	84.6	
Actuated g/C Ratio	0.23	0.23	0.23					0.23	0.23	0.62	0.67	
v/c Ratio	0.85	0.32	0.57					0.47	0.31	0.09	0.15	
Control Delay	69.0	45.3	8.6					44.4	8.5	0.3	0.3	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.2	0.5	
Total Delay	69.0	45.3	8.6					44.4	8.5	0.5	0.8	
LOS	E	D	A					D	A	A	A	
Approach Delay		39.6						36.7			0.7	
Approach LOS		D						D			A	
Queue Length 50th (ft)	277	96	0					140	0	1	0	
Queue Length 95th (ft)	#543	162	96					209	58	0	1	
Internal Link Dist (ft)		4537			1599			627			172	
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	400	800	643					1388	540	903	2491	
Starvation Cap Reductn	0	0	0					0	0	454	1663	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.85	0.32	0.57					0.39	0.28	0.17	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 126.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 30.6		Intersection LOS: C	
Intersection Capacity Utilization 77.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	1	6	0	38	0	625	8	1	8	661
Future Volume (vph)	0	0	1	6	0	38	0	625	8	1	8	661
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0		100	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.883			0.998				0.999
Flt Protected					0.994						0.950	
Satd. Flow (prot)	0	1611	0	0	1635	0	1863	3532	0	0	1770	3536
Flt Permitted					0.994						0.950	
Satd. Flow (perm)	0	1611	0	0	1635	0	1863	3532	0	0	1770	3536
Link Speed (mph)		30			30			45				45
Link Distance (ft)		618			749			1727				706
Travel Time (s)		14.0			17.0			26.2				10.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1	6	0	40	0	651	8	1	8	689
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	46	0	0	659	0	0	9	692
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		0			0			30				15
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 33.2% ICU Level of Service A
Analysis Period (min) 15

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Adj. Flow (vph)	3
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	6	0	38	0	625	8	1	8	661	3
Future Vol, veh/h	0	0	1	6	0	38	0	625	8	1	8	661	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	6	0	40	0	651	8	1	8	689	3

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1035	1368	346	1018	1365	330	692	0	0	659	659	0	0
Stage 1	709	709	-	655	655	-	-	-	-	-	-	-	-
Stage 2	326	659	-	363	710	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	186	146	650	191	146	666	899	-	-	549	925	-	-
Stage 1	391	435	-	421	461	-	-	-	-	-	-	-	-
Stage 2	661	459	-	628	435	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	174	144	650	189	144	666	899	-	-	851	851	-	-
Mov Cap-2 Maneuver	291	266	-	310	269	-	-	-	-	-	-	-	-
Stage 1	391	430	-	421	461	-	-	-	-	-	-	-	-
Stage 2	622	459	-	620	430	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	11.8	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	899	-	-	650	576	851	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.08	0.011	-	-
HCM Control Delay (s)	0	-	-	10.5	11.8	9.3	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	4	0	9	12	3	3	1	3	625	5	1	16
Future Volume (vph)	4	0	9	12	3	3	1	3	625	5	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0		200
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				50				50
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.896			0.976				0.999			
Flt Protected		0.985			0.967			0.950				0.950
Satd. Flow (prot)	0	3124	0	0	3340	0	0	1770	3536	0	0	1770
Flt Permitted		0.985			0.967			0.950				0.950
Satd. Flow (perm)	0	3124	0	0	3340	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		607			549				1499			
Travel Time (s)		13.8			12.5				22.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	4	0	9	13	3	3	1	3	651	5	1	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	19	0	0	4	656	0	0	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		15			15				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	638	12
Future Volume (vph)	638	12
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3529	0
Flt Permitted		
Satd. Flow (perm)	3529	0
Link Speed (mph)	45	
Link Distance (ft)	1727	
Travel Time (s)	26.2	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	665	13
Shared Lane Traffic (%)		
Lane Group Flow (vph)	678	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	4	0	9	12	3	3	1	3	625	5	1	16	638	12
Future Vol, veh/h	4	0	9	12	3	3	1	3	625	5	1	16	638	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	9	13	3	3	1	3	651	5	1	17	665	13

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1043	1372	339	1031	1376	328	677	678	0	0	656	656	0	0
Stage 1	708	708	-	662	662	-	-	-	-	-	-	-	-	-
Stage 2	335	664	-	369	714	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	184	145	657	187	144	668	534	910	-	-	551	927	-	-
Stage 1	392	436	-	417	457	-	-	-	-	-	-	-	-	-
Stage 2	653	456	-	623	433	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	178	141	657	181	140	668	770	770	-	-	891	891	-	-
Mov Cap-2 Maneuver	294	261	-	302	263	-	-	-	-	-	-	-	-	-
Stage 1	390	427	-	415	455	-	-	-	-	-	-	-	-	-
Stage 2	642	454	-	602	424	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	16.6	0.1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	770	-	-	294	657	297	441	891	-	-
HCM Lane V/C Ratio	0.005	-	-	0.014	0.014	0.047	0.011	0.02	-	-
HCM Control Delay (s)	9.7	-	-	17.4	10.6	17.7	13.3	9.1	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0	0.1	-	-

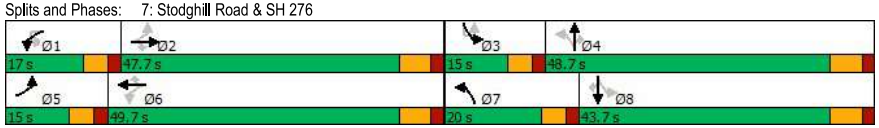
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	75	514	88	26	78	710	323	91	225	59	9	317
Future Volume (vph)	75	514	88	26	78	710	323	91	225	59	9	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	420		0		320		320	340		340		150
Storage Lanes	1		1		1		1	1		1		1
Taper Length (ft)	50				50			100				50
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0	1770
Flt Permitted	0.252				0.335			0.489				0.606
Satd. Flow (perm)	469	3539	1583	0	624	3539	1583	911	3539	1583	0	1129
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			127				336			127		
Link Speed (mph)		50				50			45			
Link Distance (ft)		997				1087			787			
Travel Time (s)		13.6				14.8			11.9			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	78	535	92	27	81	740	336	95	234	61	9	330
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	535	92	0	108	740	336	95	234	61	0	339
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		15				15			15			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt
Protected Phases	5	2			1	6		7	4			3
Permitted Phases	2		2	1	6		6	4		4	3	8

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	248	118
Future Volume (vph)	248	118
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		127
Link Speed (mph)	45	
Link Distance (ft)	1499	
Travel Time (s)	22.7	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	258	123
Shared Lane Traffic (%)		
Lane Group Flow (vph)	258	123
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	15	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Detector Phase	5	2	2	1	1	6	6	7	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6	10.6
Total Split (s)	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0	15.0
Total Split (%)	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%	11.7%
Maximum Green (s)	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4	9.4
Yellow Time (s)	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7		5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max	Max	None	Max	Max	None	None
Walk Time (s)		11.0	11.0			10.0	10.0		11.0	11.0		
Flash Dont Walk (s)		30.0	30.0			33.0	33.0		31.0	31.0		
Pedestrian Calls (#/hr)		0	0			0	0		0	0		
Act Effct Green (s)	50.7	41.3	41.3		54.5	45.2	45.2	52.5	42.0	42.0		52.5
Actuated g/C Ratio	0.40	0.33	0.33		0.43	0.36	0.36	0.41	0.33	0.33		0.41
v/c Ratio	0.29	0.46	0.15		0.31	0.59	0.43	0.22	0.20	0.10		0.66
Control Delay	22.8	35.9	2.5		22.6	36.5	5.0	21.6	31.3	0.3		34.4
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	22.8	35.9	2.5		22.6	36.5	5.0	21.6	31.3	0.3		34.4
LOS	C	D	A		C	D	A	C	C	A		C
Approach Delay		30.1				26.3			24.1			
Approach LOS		C				C			C			
Queue Length 50th (ft)	36	184	0		51	268	0	44	73	0		185
Queue Length 95th (ft)	67	242	18		87	339	65	80	106	0		269
Internal Link Dist (ft)		917				1007			707			
Turn Bay Length (ft)	420				320		320	340		340		150
Base Capacity (vph)	287	1152	600		374	1258	779	510	1170	608		514
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0		0
Reduced v/c Ratio	0.27	0.46	0.15		0.29	0.59	0.43	0.19	0.20	0.10		0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 128.4			
Actuated Cycle Length: 127			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 7: Stodghill Road & SH 276



Lane Group	SBT	SBR
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	43.7	43.7
Total Split (s)	43.7	43.7
Total Split (%)	34.0%	34.0%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.7	4.7
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	8.0	8.0
Flash Dont Walk (s)	29.0	29.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	42.0	42.0
Actuated g/C Ratio	0.33	0.33
v/c Ratio	0.42	0.20
Control Delay	36.5	5.9
Queue Delay	0.0	0.0
Total Delay	36.5	5.9
LOS	D	A
Approach Delay	30.3	
Approach LOS	C	
Queue Length 50th (ft)	166	0
Queue Length 95th (ft)	257	43
Internal Link Dist (ft)	1419	
Turn Bay Length (ft)		
Base Capacity (vph)	615	608
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.42	0.20

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2355	12	0	7
Future Volume (vph)	0	0	2355	12	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3536	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3536	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	2617		462	
Travel Time (s)		24.9	32.4		9.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	2588	13	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2601	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2355	12	0	7
Future Vol, veh/h	0	0	2355	12	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2588	13	0	8

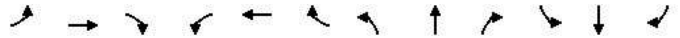
Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1301
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	152
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	152
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	29.9
HCM LOS		D

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	152
HCM Lane V/C Ratio	-	-	0.051
HCM Control Delay (s)	-	-	29.9
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	200	688	231	370	854	0	0	782	437
Future Volume (vph)	0	0	0	200	688	231	370	854	0	0	782	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.989		0.950	0.996				
Satd. Flow (prot)	0	0	0	0	3500	1583	1522	4787	0	0	6408	1583
Flt Permitted					0.989		0.950	0.778				
Satd. Flow (perm)	0	0	0	0	3500	1583	1522	3739	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						199						208
Link Speed (mph)		55			30			30			30	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	211	724	243	389	899	0	0	823	460
Shared Lane Traffic (%)							20%					
Lane Group Flow (vph)	0	0	0	0	935	243	311	977	0	0	823	460
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				46.0	46.0	46.0					30.0	30.0
Total Split (%)				32.9%	32.9%	32.9%					21.4%	21.4%
Maximum Green (s)				39.7	39.7	39.7					24.6	24.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					39.7	39.7	58.6	83.2			24.6	24.6
Actuated g/C Ratio					0.28	0.28	0.42	0.59			0.18	0.18
v/c Ratio					0.94	0.41	0.49	0.42			0.73	1.02
Control Delay					66.7	11.0	7.1	0.9			59.0	79.4
Queue Delay					0.0	0.0	3.4	0.4			0.0	0.0
Total Delay					66.7	11.0	10.5	1.2			59.0	79.4
LOS					E	B	B	A			E	E
Approach Delay					55.2			3.5			66.3	
Approach LOS					E			A			E	
Queue Length 50th (ft)					439	30	27	3			208	~278
Queue Length 95th (ft)					#571	104	m31	m2			248	#498
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					992	591	637	2344			1125	449
Starvation Cap Reductn					0	0	231	740			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.94	0.41	0.77	0.61			0.73	1.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 41.2		Intersection LOS: D	
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			

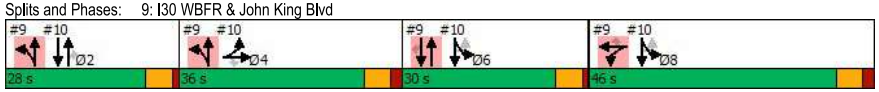
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	28.0	36.0
Total Split (%)	20%	26%
Maximum Green (s)	22.6	29.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	500	308	410	0	0	0	0	711	171	1	284	698
Future Volume (vph)	500	308	410	0	0	0	0	711	171	1	284	698
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150		0	
Storage Lanes	0		1	0		0	0		1		2	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.95	0.97	0.95
Frt			0.850						0.850			
Flt Protected		0.970									0.950	
Satd. Flow (prot)	0	3433	1583	0	0	0	0	6408	1583	0	3433	3539
Flt Permitted		0.970									0.343	
Satd. Flow (perm)	0	3433	1583	0	0	0	0	6408	1583	0	1240	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			285						178			
Link Speed (mph)		55			30			30				30
Link Distance (ft)		1172			4617			935				266
Travel Time (s)		14.5			104.9			21.3				6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	521	321	427	0	0	0	0	741	178	1	296	727
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	842	427	0	0	0	0	741	178	0	297	727
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	Prot	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8		

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	36.0	36.0	36.0					28.0	28.0			
Total Split (%)	25.7%	25.7%	25.7%					20.0%	20.0%			
Maximum Green (s)	29.7	29.7	29.7					22.6	22.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		29.7	29.7					22.6	22.6		70.6	98.6
Actuated g/C Ratio		0.21	0.21					0.16	0.16		0.50	0.70
v/c Ratio		1.39dl	0.76					0.72	0.44		0.48	0.29
Control Delay		133.6	26.6					60.1	10.6		6.7	2.1
Queue Delay		0.0	0.0					0.0	0.0		2.6	1.9
Total Delay		133.6	26.6					60.1	10.6		9.2	4.0
LOS		F	C					E	B		A	A
Approach Delay		97.6						50.5				5.5
Approach LOS		F						D				A
Queue Length 50th (ft)		~475	125					188	0		39	53
Queue Length 95th (ft)		#608	261					226	67		m56	m50
Internal Link Dist (ft)		1092			4537			855				186
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		728	560					1034	404		625	2492
Starvation Cap Reductn		0	0					0	0		214	1560
Spillback Cap Reductn		0	0					0	0		0	0
Storage Cap Reductn		0	0					0	0		0	0
Reduced v/c Ratio		1.16	0.76					0.72	0.44		0.72	0.78

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 54.8		Intersection LOS: D	
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			

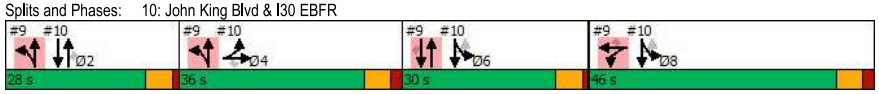
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		10.0	7.0
Minimum Split (s)		22.5	47.3
Total Split (s)		30.0	46.0
Total Split (%)		21%	33%
Maximum Green (s)		24.6	39.7
Yellow Time (s)		4.3	4.3
All-Red Time (s)		1.1	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	36.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



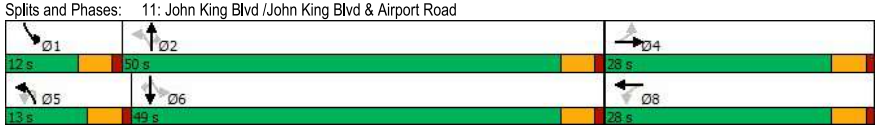
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	75	106	242	33	40	26	1	123	911	43	26	882
Future Volume (vph)	75	106	242	33	40	26	1	123	911	43	26	882
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		200	100	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95
Frt		0.914			0.960					0.850		
Flt Protected		0.991			0.984			0.950			0.950	
Satd. Flow (prot)	0	3206	0	0	3343	0	0	1770	3539	1583	1770	3539
Flt Permitted		0.874			0.743			0.190			0.274	
Satd. Flow (perm)	0	2827	0	0	2524	0	0	354	3539	1583	510	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		231			28					73		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		972			2394				3337			865
Travel Time (s)		22.1			54.4				75.8			19.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	113	257	35	43	28	1	131	969	46	28	938
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	450	0	0	106	0	0	132	969	46	28	938
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			30
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2		1	1	2	1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	40
Future Volume (vph)	40
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	43
Shared Lane Traffic (%)	
Lane Group Flow (vph)	43
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4		8	8		5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	13.0	50.0	50.0	12.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	14.4%	55.6%	55.6%	13.3%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	8.5	45.5	45.5	7.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0				7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0				11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0				0	0		0
Act Effct Green (s)		11.0			11.0			32.4	29.8	29.8	28.2	23.8
Actuated g/C Ratio		0.20			0.20			0.60	0.55	0.55	0.52	0.44
v/c Ratio		0.59			0.20			0.31	0.50	0.05	0.07	0.60
Control Delay		14.4			17.3			6.4	9.9	1.4	5.0	14.5
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		14.4			17.3			6.4	9.9	1.4	5.0	14.5
LOS		B			B			A	A	A	A	B
Approach Delay		14.4			17.3				9.2			13.7
Approach LOS		B			B				A			B
Queue Length 50th (ft)		33			11			13	64	0	3	122
Queue Length 95th (ft)		87			34			39	207	9	12	211
Internal Link Dist (ft)		892			2314				3257			785
Turn Bay Length (ft)								200		200	100	
Base Capacity (vph)		1476			1225			457	2906	1313	469	2858
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.30			0.09			0.29	0.33	0.04	0.06	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 54.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	49.0
Total Split (%)	54.4%
Maximum Green (s)	44.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	23.8
Actuated g/C Ratio	0.44
v/c Ratio	0.06
Control Delay	1.5
Queue Delay	0.0
Total Delay	1.5
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	8
Internal Link Dist (ft)	
Turn Bay Length (ft)	100
Base Capacity (vph)	1292
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.03

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	153	308	124	984	622	35
Future Volume (vph)	153	308	124	984	622	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.992	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3511	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3511	0
Link Speed (mph)	35			45	45	
Link Distance (ft)	2687			952	2063	
Travel Time (s)	52.3			14.4	31.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	168	338	136	1081	684	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	338	136	1081	722	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	153	308	124	984	622	35
Future Vol, veh/h	153	308	124	984	622	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	345	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	338	136	1081	684	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1516	361	722	0	-	0
Stage 1	703	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 110	636	876	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 93	636	876	-	-	-
Mov Cap-2 Maneuver	220	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.3	1.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	876	-	220	636	-	-
HCM Lane V/C Ratio	0.156	-	0.764	0.532	-	-
HCM Control Delay (s)	9.9	-	60.2	16.9	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	5.3	3.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	82	219	4	78	1025	3	832	98
Future Volume (vph)	82	219	4	78	1025	3	832	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400		0		0
Storage Lanes	1	1		1		0		0
Taper Length (ft)	25			150		25		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt		0.850					0.984	
Flt Protected	0.950			0.950				
Satd. Flow (prot)	1770	1583	0	1770	3539	0	3483	0
Flt Permitted	0.950			0.950				
Satd. Flow (perm)	1770	1583	0	1770	3539	0	3483	0
Link Speed (mph)	30				45		45	
Link Distance (ft)	608				640		952	
Travel Time (s)	13.8				9.7		14.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	87	233	4	83	1090	3	885	104
Shared Lane Traffic (%)								
Lane Group Flow (vph)	87	233	0	87	1090	0	992	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	24				12		12	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	16				16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9		9
Sign Control	Stop				Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.1%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	82	219	4	78	1025	3	832	98
Future Vol, veh/h	82	219	4	78	1025	3	832	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	0	-	400	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	87	233	4	83	1090	3	885	104

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	1662	495	989	989	0	1090	-	0
Stage 1	943	-	-	-	-	-	-	-
Stage 2	719	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	88	520	337	695	-	291	-	-
Stage 1	339	-	-	-	-	-	-	-
Stage 2	444	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	~ 74	520	618	618	-	291	-	-
Mov Cap-2 Maneuver	~ 74	-	-	-	-	-	-	-
Stage 1	291	-	-	-	-	-	-	-
Stage 2	434	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	83.4	0.9	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	618	-	74	520	-	-
HCM Lane V/C Ratio	0.141	-	1.179	0.448	-	-
HCM Control Delay (s)	11.8	-	259.5	17.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	6.6	2.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	251	399	183	1	629	884	0	0	775
Future Volume (vph)	0	0	0	251	399	183	1	629	884	0	0	775
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400		0		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	25			150				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	1770	3539	1583	0	1770	3539	0	0	5085
Flt Permitted				0.950				0.175				
Satd. Flow (perm)	0	0	0	1770	3539	1583	0	326	3539	0	0	5085
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						189						
Link Speed (mph)		55			55				45			45
Link Distance (ft)		798			781				252			282
Travel Time (s)		9.9			9.7				3.8			4.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	259	411	189	1	648	911	0	0	799
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	259	411	189	0	649	911	0	0	799
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				1	2	1	1	1	2			2
Detector Template				Left	Thru	Right	Left	Left	Thru			Thru
Leading Detector (ft)				20	100	20	20	20	100			100
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				20	6	20	20	20	6			6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)					94				94			94
Detector 2 Size(ft)					6				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type				Split	NA	Perm	custom	D.P+P	NA			NA
Protected Phases				8	8			2 4	2 4 6			6
Permitted Phases						8	2 4	6				

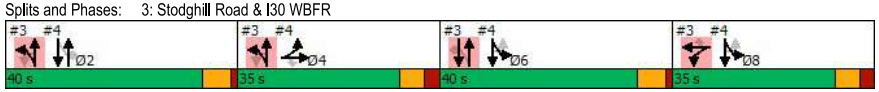
Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	498		
Future Volume (vph)	498		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	250		
Storage Lanes	1		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt	0.850		
Flt Protected			
Satd. Flow (prot)	1583		
Flt Permitted			
Satd. Flow (perm)	1583		
Right Turn on Red	Yes		
Satd. Flow (RTOR)	156		
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.97		
Adj. Flow (vph)	513		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	513		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors	1		
Detector Template	Right		
Leading Detector (ft)	20		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	20		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type	Perm		
Protected Phases		2	4
Permitted Phases	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase				8	8	8	2 4	2 4	2 4 6			6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0						15.0
Minimum Split (s)				13.9	13.9	13.9						21.1
Total Split (s)				35.0	35.0	35.0						40.0
Total Split (%)				23.3%	23.3%	23.3%						26.7%
Maximum Green (s)				28.1	28.1	28.1						33.9
Yellow Time (s)				4.3	4.3	4.3						5.0
All-Red Time (s)				2.6	2.6	2.6						1.1
Lost Time Adjust (s)				0.0	0.0	0.0						0.0
Total Lost Time (s)				6.9	6.9	6.9						6.1
Lead/Lag				Lag	Lag	Lag						Lead
Lead-Lag Optimize?				Yes	Yes	Yes						Yes
Vehicle Extension (s)				3.0	3.0	3.0						3.0
Recall Mode				None	None	None						None
Act Effct Green (s)				27.3	27.3	27.3		102.8	108.9			33.9
Actuated g/C Ratio				0.18	0.18	0.18		0.69	0.73			0.23
v/c Ratio				0.80	0.64	0.43		0.73	0.35			0.69
Control Delay				77.1	61.3	9.7		2.1	0.0			56.7
Queue Delay				0.0	0.0	0.0		22.8	9.4			0.0
Total Delay				77.1	61.3	9.7		24.9	9.4			56.7
LOS				E	E	A		C	A			E
Approach Delay					54.7				15.9			72.9
Approach LOS					D				B			E
Queue Length 50th (ft)				244	196	0		32	0			265
Queue Length 95th (ft)				#374	256	69		m5	m0			316
Internal Link Dist (ft)		718			701				172			202
Turn Bay Length (ft)				400		400						
Base Capacity (vph)				333	666	451		891	2582			1155
Starvation Cap Reductn				0	0	0		254	1636			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.78	0.62	0.42		1.02	0.96			0.69

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 149.2			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.07			
Intersection Signal Delay: 44.9		Intersection LOS: D	
Intersection Capacity Utilization 116.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	SBR	Ø2	Ø4
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	15.0	15.0	7.0
Minimum Split (s)	21.1	21.1	13.9
Total Split (s)	40.0	40.0	35.0
Total Split (%)	26.7%	27%	23%
Maximum Green (s)	33.9	33.9	28.1
Yellow Time (s)	5.0	5.0	4.3
All-Red Time (s)	1.1	1.1	2.6
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.1		
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Act Effct Green (s)	33.9		
Actuated g/C Ratio	0.23		
v/c Ratio	1.07		
Control Delay	98.2		
Queue Delay	0.0		
Total Delay	98.2		
LOS	F		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	~430		
Queue Length 95th (ft)	#663		
Internal Link Dist (ft)			
Turn Bay Length (ft)	250		
Base Capacity (vph)	480		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	1.07		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	627	461	417	0	0	0	0	911	351	1	427	579
Future Volume (vph)	627	461	417	0	0	0	0	911	351	1	427	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200		0	
Storage Lanes	1		1	0		0	0		1		1	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.95	1.00	0.95
Frt			0.850						0.850			
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	0	1770	3539
Flt Permitted	0.950										0.118	
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	0	220	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			351						224			
Link Speed (mph)		55			55			45				45
Link Distance (ft)		4617			1679			707				252
Travel Time (s)		57.2			20.8			10.7				3.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	689	507	458	0	0	0	0	1001	386	1	469	636
Shared Lane Traffic (%)												
Lane Group Flow (vph)	689	507	458	0	0	0	0	1001	386	0	470	636
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			15				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	D.P+P	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8	2	

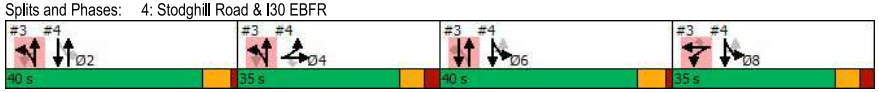
Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.91		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.1	28.1	28.1					33.9	33.9		102.0	108.1
Actuated g/C Ratio	0.19	0.19	0.19					0.23	0.23		0.68	0.72
v/c Ratio	2.07	0.76	0.79					0.87	0.72		0.55	0.25
Control Delay	521.0	66.0	24.5					64.6	30.6		4.2	0.4
Queue Delay	0.0	0.0	0.0					0.0	0.0		1.8	1.0
Total Delay	521.0	66.0	24.5					64.6	30.6		6.0	1.4
LOS	F	E	C					E	C		A	A
Approach Delay		244.0						55.1				3.3
Approach LOS		F						E				A
Queue Length 50th (ft)	~1061	250	101					349	152		59	3
Queue Length 95th (ft)	#1309	317	248					406	281		89	4
Internal Link Dist (ft)		4537			1599			627				172
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	333	666	582					1155	533		867	2553
Starvation Cap Reductn	0	0	0					0	0		240	1577
Spillback Cap Reductn	0	0	0					0	0		0	0
Storage Cap Reductn	0	0	0					0	0		0	0
Reduced v/c Ratio	2.07	0.76	0.79					0.87	0.72		0.75	0.65

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 149.2			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.07			
Intersection Signal Delay: 116.6		Intersection LOS: F	
Intersection Capacity Utilization 116.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		15.0	7.0
Minimum Split (s)		21.1	13.9
Total Split (s)		40.0	35.0
Total Split (%)		27%	23%
Maximum Green (s)		33.9	28.1
Yellow Time (s)		5.0	4.3
All-Red Time (s)		1.1	2.6
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	0	0	28	0	148	1	0	1112	13	48	958
Future Volume (vph)	3	0	0	28	0	148	1	0	1112	13	48	958
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		200		0	100	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt					0.887				0.998			
Flt Protected		0.950			0.992			0.950			0.950	
Satd. Flow (prot)	0	1770	0	0	1639	0	0	1770	3532	0	1770	3539
Flt Permitted		0.950			0.992			0.950			0.950	
Satd. Flow (perm)	0	1770	0	0	1639	0	0	1770	3532	0	1770	3539
Link Speed (mph)		30			35				45			45
Link Distance (ft)		618			749				1727			706
Travel Time (s)		14.0			14.6				26.2			10.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	3	0	0	31	0	163	1	0	1222	14	53	1053
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	194	0	0	1	1236	0	53	1053
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			15
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	9	60		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.5%	ICU Level of Service A	
Analysis Period (min)	15		

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	3	0	0	28	0	148	1	0	1112	13	48	958	0
Future Vol, veh/h	3	0	0	28	0	148	1	0	1112	13	48	958	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	0	31	0	163	1	0	1222	14	53	1053	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1772	2397	527	1864	2390	618	1053	1053	0	0	1236	0	0
Stage 1	1159	1159	-	1231	1231	-	-	-	-	-	-	-	-
Stage 2	613	1238	-	633	1159	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	53	33	496	45	33	432	307	657	-	-	559	-	0
Stage 1	208	268	-	188	248	-	-	-	-	-	-	-	0
Stage 2	446	246	-	434	268	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	31	30	496	42	30	432	307	307	-	-	559	-	-
Mov Cap-2 Maneuver	112	111	-	132	125	-	-	-	-	-	-	-	-
Stage 1	207	243	-	187	247	-	-	-	-	-	-	-	-
Stage 2	277	245	-	393	243	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.1	32.6	0	0.6
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	307	-	-	112	317	559	-
HCM Lane V/C Ratio	0.004	-	-	0.029	0.61	0.094	-
HCM Control Delay (s)	16.8	-	-	38.1	32.6	12.1	-
HCM Lane LOS	C	-	-	E	D	B	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.8	0.3	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	1	63	32	7	65	20	903	14	31	916	47
Future Volume (vph)	132	1	63	32	7	65	20	903	14	31	916	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.907			0.998			0.993	
Flt Protected		0.967			0.985		0.950			0.950		
Satd. Flow (prot)	0	3258	0	0	3162	0	1770	3532	0	1770	3514	0
Flt Permitted		0.967			0.985		0.950			0.950		
Satd. Flow (perm)	0	3258	0	0	3162	0	1770	3532	0	1770	3514	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		607			549			1499			1727	
Travel Time (s)		13.8			12.5			22.7			26.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	147	1	70	36	8	72	22	1003	16	34	1018	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	0	0	116	0	22	1019	0	34	1070	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	132	1	63	32	7	65	20	903	14	31	916	47
Future Vol, veh/h	132	1	63	32	7	65	20	903	14	31	916	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	147	1	70	36	8	72	22	1003	16	34	1018	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1662	2175	535	1633	2193	510	1070	0	0	1019	0	0
Stage 1	1112	1112	-	1055	1055	-	-	-	-	-	-	-
Stage 2	550	1063	-	578	1138	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 64	46	490	67	45	509	647	-	-	677	-	-
Stage 1	223	282	-	241	301	-	-	-	-	-	-	-
Stage 2	487	298	-	468	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 49	42	490	53	41	509	647	-	-	677	-	-
Mov Cap-2 Maneuver	~ 143	138	-	152	138	-	-	-	-	-	-	-
Stage 1	215	268	-	233	291	-	-	-	-	-	-	-
Stage 2	393	288	-	379	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	102.5	22.4	0.2	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	647	-	-	143	480	150	448	677	-	-
HCM Lane V/C Ratio	0.034	-	-	1.03	0.147	0.263	0.17	0.051	-	-
HCM Control Delay (s)	10.8	-	-	145	13.8	37.4	14.7	10.6	-	-
HCM Lane LOS	B	-	-	F	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	7.7	0.5	1	0.6	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	140	833	185	17	118	603	416	117	399	106	11
Future Volume (vph)	1	140	833	185	17	118	603	416	117	399	106	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		0		320		320	340		340	
Storage Lanes		1		1		1		1	1		1	
Taper Length (ft)		50				50			100			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0
Flt Permitted		0.302				0.145			0.231			
Satd. Flow (perm)	0	563	3539	1583	0	270	3539	1583	430	3539	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				191				368			127	
Link Speed (mph)			50				50			45		
Link Distance (ft)			997				1087			787		
Travel Time (s)			13.6				14.8			11.9		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	146	868	193	18	123	628	433	122	416	110	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	868	193	0	141	628	433	122	416	110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA
Median Width(ft)			15				15			15		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	9
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom
Protected Phases		5	2			1	6		7	4		
Permitted Phases	5	2		2	1	6		6	4		4	3

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	475	422	97
Future Volume (vph)	475	422	97
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		0
Storage Lanes	1		1
Taper Length (ft)	50		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1770	1863	1583
Flt Permitted	0.459		
Satd. Flow (perm)	855	1863	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			127
Link Speed (mph)		45	
Link Distance (ft)		1499	
Travel Time (s)		22.7	
Peak Hour Factor	0.96	0.96	0.96
Adj. Flow (vph)	495	440	101
Shared Lane Traffic (%)			
Lane Group Flow (vph)	506	440	101
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		15	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	Perm
Protected Phases	3	8	
Permitted Phases	8		8

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Detector Phase	5	5	2	2	1	1	6	6	7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6
Total Split (s)	15.0	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0
Total Split (%)	11.7%	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%
Maximum Green (s)	9.4	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4
Yellow Time (s)	3.6	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max	Max	None	Max	Max	None
Walk Time (s)			11.0	11.0			10.0	10.0		11.0	11.0	
Flash Dont Walk (s)			30.0	30.0			33.0	33.0		31.0	31.0	
Pedestrian Calls (#/hr)			0	0			0	0		0	0	
Act Effct Green (s)		52.0	41.8	41.8		54.5	43.0	43.0	53.9	42.0	42.0	
Actuated g/C Ratio		0.41	0.33	0.33		0.43	0.34	0.34	0.42	0.33	0.33	
v/c Ratio		0.47	0.75	0.30		0.60	0.53	0.56	0.42	0.36	0.18	
Control Delay		26.1	43.8	5.7		31.5	36.4	8.9	25.3	34.0	4.3	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		26.1	43.8	5.7		31.5	36.4	8.9	25.3	34.0	4.3	
LOS		C	D	A		C	D	A	C	C	A	
Approach Delay			35.6				25.9			27.3		
Approach LOS			D				C			C		
Queue Length 50th (ft)		71	342	1		67	221	37	59	138	0	
Queue Length 95th (ft)		115	422	55		111	281	133	98	185	31	
Internal Link Dist (ft)			917				1007			707		
Turn Bay Length (ft)		420				320		320	340		340	
Base Capacity (vph)		318	1152	644		250	1187	775	343	1159	604	
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	
Reduced v/c Ratio		0.46	0.75	0.30		0.56	0.53	0.56	0.36	0.36	0.18	

Intersection Summary

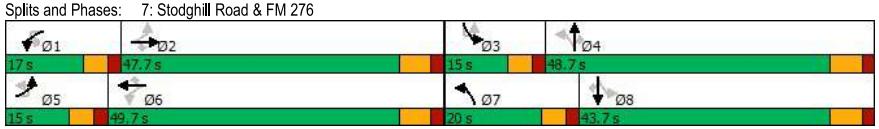
Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 128.2
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 47.2 Intersection LOS: D
Intersection Capacity Utilization 92.0% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	SBL	SBT	SBR
Detector Phase	3	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.6	43.7	43.7
Total Split (s)	15.0	43.7	43.7
Total Split (%)	11.7%	34.0%	34.0%
Maximum Green (s)	9.4	37.0	37.0
Yellow Time (s)	3.6	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.7	6.7
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	Max	Max
Walk Time (s)		8.0	8.0
Flash Dont Walk (s)		29.0	29.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	51.2	40.7	40.7
Actuated g/C Ratio	0.40	0.32	0.32
v/c Ratio	1.24	0.74	0.17
Control Delay	158.5	48.8	3.5
Queue Delay	0.0	0.0	0.0
Total Delay	158.5	48.8	3.5
LOS	F	D	A
Approach Delay		97.4	
Approach LOS		F	
Queue Length 50th (ft)	~429	327	0
Queue Length 95th (ft)	#761	#504	26
Internal Link Dist (ft)		1419	
Turn Bay Length (ft)	150		
Base Capacity (vph)	408	591	588
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.24	0.74	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2715	100	0	56
Future Volume (vph)	0	0	2715	100	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.995			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3522	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3522	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	3157	116	0	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	3273	0	0	65
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2715	100	0	56
Future Vol, veh/h	0	0	2715	100	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	3157	116	0	65

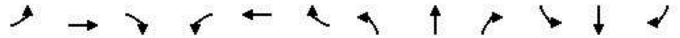
Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1637
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	90
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	90
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	112.8
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	90
HCM Lane V/C Ratio	-	-	0.724
HCM Control Delay (s)	-	-	112.8
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	3.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	282	542	355	528	1115	0	0	917	428
Future Volume (vph)	0	0	0	282	542	355	528	1115	0	0	917	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.983		0.950	0.995				
Satd. Flow (prot)	0	0	0	0	3479	1583	1522	4782	0	0	6408	1583
Flt Permitted					0.983		0.950	0.662				
Satd. Flow (perm)	0	0	0	0	3479	1583	1522	3181	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						162						157
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	307	589	386	574	1212	0	0	997	465
Shared Lane Traffic (%)							25%					
Lane Group Flow (vph)	0	0	0	0	896	386	430	1356	0	0	997	465
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				41.0	41.0	41.0					29.0	29.0
Total Split (%)				29.3%	29.3%	29.3%					20.7%	20.7%
Maximum Green (s)				34.7	34.7	34.7					23.6	23.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					34.7	34.7	64.6	88.2			23.6	23.6
Actuated g/C Ratio					0.25	0.25	0.46	0.63			0.17	0.17
v/c Ratio					1.04	0.75	0.61	0.56			0.92	1.17
Control Delay					92.0	37.9	6.0	1.1			71.4	133.8
Queue Delay					0.0	0.0	15.8	1.4			0.0	0.0
Total Delay					92.0	37.9	21.8	2.5			71.4	133.8
LOS					F	D	C	A			E	F
Approach Delay					75.7			7.1			91.3	
Approach LOS					E			A			F	
Queue Length 50th (ft)					~462	196	37	6			263	~378
Queue Length 95th (ft)					#596	324	m34	m4			#326	#601
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					862	514	702	2439			1080	397
Starvation Cap Reductn					0	0	258	823			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					1.04	0.75	0.97	0.84			0.92	1.17

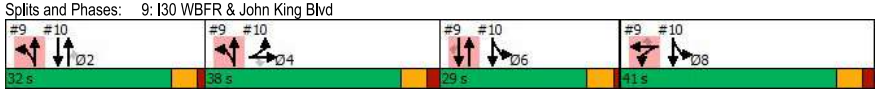
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay: 53.7		Intersection LOS: D	
Intersection Capacity Utilization 113.5%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	32.0	38.0
Total Split (%)	23%	27%
Maximum Green (s)	26.6	31.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	625	578	640	0	0	0	0	1014	185	386	806	0
Future Volume (vph)	625	578	640	0	0	0	0	1014	185	386	806	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	2		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.975								0.950		
Satd. Flow (prot)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Flt Permitted		0.975								0.950		
Satd. Flow (perm)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			219						140			
Link Speed (mph)		55			30			45			30	
Link Distance (ft)		1172			4617			935			266	
Travel Time (s)		14.5			104.9			14.2			6.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	658	608	674	0	0	0	0	1067	195	406	848	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1266	674	0	0	0	0	1067	195	406	848	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2			

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	38.0	38.0	38.0					32.0	32.0			
Total Split (%)	27.1%	27.1%	27.1%					22.9%	22.9%			
Maximum Green (s)	31.7	31.7	31.7					26.6	26.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		31.7	31.7					26.6	26.6	64.6	96.6	
Actuated g/C Ratio		0.23	0.23					0.19	0.19	0.46	0.69	
v/c Ratio		1.65dl	1.28					0.88	0.47	0.26	0.35	
Control Delay		320.1	169.1					64.2	19.6	2.2	1.9	
Queue Delay		0.0	0.0					0.0	0.0	1.2	4.6	
Total Delay		320.1	169.1					64.2	19.6	3.4	6.5	
LOS		F	F					E	B	A	A	
Approach Delay		267.7						57.4			5.5	
Approach LOS		F						E			A	
Queue Length 50th (ft)		~870	~614					277	43	7	43	
Queue Length 95th (ft)		#1010	#860					321	120	m7	m40	
Internal Link Dist (ft)		1092			4537			855			186	
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		781	527					1217	414	1584	2441	
Starvation Cap Reductn		0	0					0	0	923	1500	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		1.62	1.28					0.88	0.47	0.61	0.90	

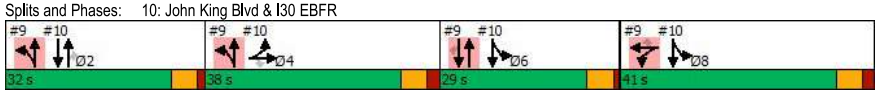
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay: 134.3		Intersection LOS: F	
Intersection Capacity Utilization 113.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	29.0	41.0
Total Split (%)	21%	29%
Maximum Green (s)	23.6	34.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR

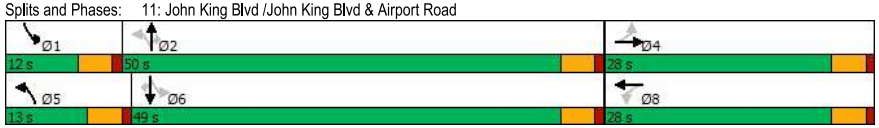


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	241	207	30	82	70	138	1245	107	132	985	70
Future Volume (vph)	103	241	207	30	82	70	138	1245	107	132	985	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	100		100
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.944			0.942				0.850			0.850
Flt Protected		0.991			0.992		0.950			0.950		
Satd. Flow (prot)	0	3311	0	0	3307	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.842			0.772		0.162			0.112		
Satd. Flow (perm)	0	2813	0	0	2574	0	302	3539	1583	209	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		135			74				114			73
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		972			2394			3337			865	
Travel Time (s)		18.9			46.6			50.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	110	256	220	32	87	74	147	1324	114	140	1048	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	586	0	0	193	0	147	1324	114	140	1048	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	50.0	50.0	12.0	49.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	55.6%	55.6%	13.3%	54.4%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	45.5	45.5	7.5	44.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		18.2			18.2		44.3	38.3	38.3	41.6	34.3	34.3
Actuated g/C Ratio		0.24			0.24		0.59	0.51	0.51	0.56	0.46	0.46
v/c Ratio		0.75			0.28		0.44	0.73	0.13	0.52	0.65	0.10
Control Delay		27.7			17.2		10.4	18.5	2.9	16.7	17.6	3.6
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		27.7			17.2		10.4	18.5	2.9	16.7	17.6	3.6
LOS		C			B		B	B	A	B	B	A
Approach Delay		27.7			17.2			16.7			16.7	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		108			24		25	266	0	24	192	0
Queue Length 95th (ft)		182			55		53	381	25	71	278	21
Internal Link Dist (ft)		892			2314			3257			785	
Turn Bay Length (ft)							200		200	100		100
Base Capacity (vph)		1024			904		356	2275	1058	283	2225	1022
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.57			0.21		0.41	0.58	0.11	0.49	0.47	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 74.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 18.5		Intersection LOS: B	
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1921	269	0	106
Future Volume (vph)	0	0	1921	269	0	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2088	292	0	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2088	292	0	115
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.3%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Vol, veh/h	0	0	1921	269	0	106
Future Vol, veh/h	0	0	1921	269	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2088	292	0	115

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1044
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	226
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	226
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	36.4
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	226
HCM Lane V/C Ratio	-	-	0.51
HCM Control Delay (s)	-	-	36.4
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	2.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Volume (vph)	0	0	1787	242	0	168
Future Volume (vph)	0	0	1787	242	0	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1942	263	0	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1942	263	0	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Vol, veh/h	0	0	1787	242	0	168
Future Vol, veh/h	0	0	1787	242	0	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1942	263	0	183

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	971
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	252
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	252
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	49.5
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	252
HCM Lane V/C Ratio	-	-	0.725
HCM Control Delay (s)	-	-	49.5
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	5

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Volume (vph)	0	0	1846	109	0	82
Future Volume (vph)	0	0	1846	109	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2007	118	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2007	118	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1846	109	0	82
Future Vol, veh/h	0	0	1846	109	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2007	118	0	89

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1004
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	240
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	240
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	28.6
HCM LOS		D

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	240
HCM Lane V/C Ratio	-	-	0.371
HCM Control Delay (s)	-	-	28.6
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1.6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	211	0	1063	1062	33
Future Volume (vph)	0	211	0	1063	1062	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.995	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3522	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3522	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	229	0	1155	1154	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	229	0	1155	1190	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	211	0	1063	1062	33
Future Vol, veh/h	0	211	0	1063	1062	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	229	0	1155	1154	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	595	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	447	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	447	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	447	-	-
HCM Lane V/C Ratio	-	0.513	-	-
HCM Control Delay (s)	-	21.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	2.9	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	0	98	16	0	172
Future Volume (vph)	20	0	98	16	0	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	107	17	0	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	107	17	187	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	98	16	0	172
Future Vol, veh/h	20	0	98	16	0	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	0	107	17	0	187

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	245	11
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1592	-	722	1067
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	674	1067
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1067	-	-	1592	-
HCM Lane V/C Ratio	0.175	-	-	0.067	-
HCM Control Delay (s)	9.1	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	192	0	65	114	0	106
Future Volume (vph)	192	0	65	114	0	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	209	0	71	124	0	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	71	124	115	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	192	0	65	114	0	106
Future Vol, veh/h	192	0	65	114	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	209	0	71	124	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	209	0	413	105
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1359	-	567	929
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1359	-	538	929
Mov Cap-2 Maneuver	-	-	-	-	538	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	929	-	-	1359	-
HCM Lane V/C Ratio	0.124	-	-	0.052	-
HCM Control Delay (s)	9.4	-	-	7.8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	23	54	39	33	6
Future Volume (vph)	15	23	54	39	33	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918				0.978	
Flt Protected	0.981			0.972		
Satd. Flow (prot)	1678	0	0	1811	1822	0
Flt Permitted	0.981			0.972		
Satd. Flow (perm)	1678	0	0	1811	1822	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	25	59	42	36	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	101	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	23	54	39	33	6
Future Vol, veh/h	15	23	54	39	33	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	25	59	42	36	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	200	40	43	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	789	1031	1566	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	758	1031	1566	-	-	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1566	-	903	-	-
HCM Lane V/C Ratio	0.037	-	0.046	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	4	18	12	6	9
Future Volume (vph)	14	4	18	12	6	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972		0.947			
Flt Protected	0.962					0.980
Satd. Flow (prot)	1742	0	1764	0	0	1825
Flt Permitted	0.962					0.980
Satd. Flow (perm)	1742	0	1764	0	0	1825
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	4	20	13	7	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	33	0	0	17
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	4	18	12	6	9
Future Vol, veh/h	14	4	18	12	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	4	20	13	7	10

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	51	27	0	0	33	0
Stage 1	27	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	958	1048	-	-	1579	-
Stage 1	996	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	954	1048	-	-	1579	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	995	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	2.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	973	1579	-
HCM Lane V/C Ratio	-	-	0.02	0.004	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	92	8	0	56
Future Volume (vph)	0	0	92	8	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989			
Flt Protected						
Satd. Flow (prot)	0	0	1842	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1842	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	100	9	0	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	109	0	0	61
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	8.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	0	30	24	0	17
Future Volume (vph)	22	0	30	24	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.941			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1753	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1753	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	0	33	26	0	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	59	0	0	18
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	0	30	24	0	17
Future Vol, veh/h	22	0	30	24	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	33	26	0	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	64	46	0	0	59	0
Stage 1	46	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	942	1023	-	-	1545	-
Stage 1	976	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	942	1023	-	-	1545	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	942	1545	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	-	-	8.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	90	176	95	604	1	494	30
Future Volume (vph)	90	176	95	604	1	494	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345		0		0
Storage Lanes	1	1	1		0		0
Taper Length (ft)	25		100		25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95
Frt		0.850				0.991	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1583	1770	3539	0	3507	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	1583	1770	3539	0	3507	0
Link Speed (mph)	35			45		45	
Link Distance (ft)	2687			952		2063	
Travel Time (s)	52.3			14.4		31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	93	181	98	623	1	509	31
Shared Lane Traffic (%)							
Lane Group Flow (vph)	93	181	98	623	0	541	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	90	176	95	604	1	494	30
Future Vol, veh/h	90	176	95	604	1	494	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	345	-	-	-	-
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	93	181	98	623	1	509	31

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1035	270	540	0	623	-	0
Stage 1	527	-	-	-	-	-	-
Stage 2	508	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	228	728	1025	-	578	-	-
Stage 1	557	-	-	-	-	-	-
Stage 2	569	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	206	728	1025	-	578	-	-
Mov Cap-2 Maneuver	337	-	-	-	-	-	-
Stage 1	504	-	-	-	-	-	-
Stage 2	568	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1025	-	337	728	-	-
HCM Lane V/C Ratio	0.096	-	0.275	0.249	-	-
HCM Control Delay (s)	8.9	-	19.7	11.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.1	1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	103	268	98	611	535	136
Future Volume (vph)	103	268	98	611	535	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	400			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		150			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.970	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3433	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3433	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	608			640	952	
Travel Time (s)	13.8			9.7	14.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	107	279	102	636	557	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	279	102	636	699	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	103	268	98	611	535	136
Future Vol, veh/h	103	268	98	611	535	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	400	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	279	102	636	557	142

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1150	350	699	0	-	0
Stage 1	628	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	192	646	893	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	646	893	-	-	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.4	1.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	893	-	170	646	-	-
HCM Lane V/C Ratio	0.114	-	0.631	0.432	-	-
HCM Control Delay (s)	9.6	-	56.8	14.7	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	3.5	2.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	202	596	186	603	528	0	0	643	390
Future Volume (vph)	0	0	0	202	596	186	603	528	0	0	643	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	5085	1583
Flt Permitted				0.950			0.238					
Satd. Flow (perm)	0	0	0	1770	3539	1583	443	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						198						151
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		798			781			252			282	
Travel Time (s)		9.9			9.7			3.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	215	634	198	641	562	0	0	684	415
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	215	634	198	641	562	0	0	684	415
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8	6					6

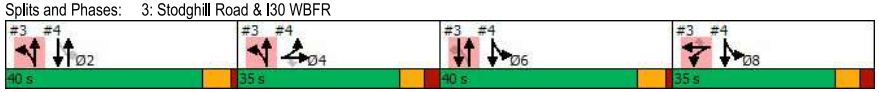
Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					15.0	15.0
Minimum Split (s)				13.9	13.9	13.9					21.1	21.1
Total Split (s)				35.0	35.0	35.0					40.0	40.0
Total Split (%)				23.3%	23.3%	23.3%					26.7%	26.7%
Maximum Green (s)				28.1	28.1	28.1					33.9	33.9
Yellow Time (s)				4.3	4.3	4.3					5.0	5.0
All-Red Time (s)				2.6	2.6	2.6					1.1	1.1
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.9	6.9	6.9					6.1	6.1
Lead/Lag				Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Act Effct Green (s)				28.1	28.1	28.1	102.7	108.8			33.8	33.8
Actuated g/C Ratio				0.19	0.19	0.19	0.69	0.73			0.23	0.23
v/c Ratio				0.65	0.96	0.43	0.70	0.22			0.60	0.88
Control Delay				66.6	85.6	9.5	6.4	0.3			54.5	55.4
Queue Delay				0.0	0.0	0.0	5.2	1.1			0.0	0.0
Total Delay				66.6	85.6	9.5	11.6	1.4			54.5	55.4
LOS				E	F	A	B	A			D	E
Approach Delay					67.3			6.8			54.8	
Approach LOS					E			A			D	
Queue Length 50th (ft)				197	327	0	152	2			221	265
Queue Length 95th (ft)				291	#450	70	m108	m2			268	#455
Internal Link Dist (ft)		718			701			172			202	
Turn Bay Length (ft)				400		400						250
Base Capacity (vph)				331	663	457	913	2571			1150	474
Starvation Cap Reductn				0	0	0	208	1708			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.65	0.96	0.43	0.91	0.65			0.59	0.88

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 149.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 41.5		Intersection LOS: D	
Intersection Capacity Utilization 92.6%		ICU Level of Service F	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	409	251	357	0	0	0	0	722	145	377	467	0
Future Volume (vph)	409	251	357	0	0	0	0	722	145	377	467	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	1583	0	0	0	0	5085	1583	1770	3539	0
Flt Permitted	0.950									0.204		
Satd. Flow (perm)	1770	3539	1583	0	0	0	0	5085	1583	380	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			368						149			
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		4617			1679			707			252	
Travel Time (s)		57.2			20.8			10.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	422	259	368	0	0	0	0	744	149	389	481	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	422	259	368	0	0	0	0	744	149	389	481	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2	2		

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

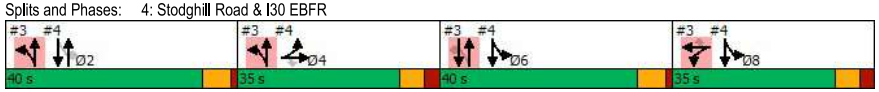
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.1	28.1	28.1					33.9	33.9	102.7	108.8	
Actuated g/C Ratio	0.19	0.19	0.19					0.23	0.23	0.69	0.73	
v/c Ratio	1.27	0.39	0.62					0.65	0.32	0.43	0.19	
Control Delay	192.3	55.4	9.7					55.6	8.6	3.0	0.1	
Queue Delay	0.0	0.0	0.0					0.3	0.0	0.8	0.6	
Total Delay	192.3	55.4	9.7					55.9	8.6	3.9	0.8	
LOS	F	E	A					E	A	A	A	
Approach Delay		94.5						48.0			2.1	
Approach LOS		F						D			A	
Queue Length 50th (ft)	~520	118	0					243	0	48	0	
Queue Length 95th (ft)	#737	164	96					293	59	79	0	
Internal Link Dist (ft)		4537			1599			627			172	
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	331	663	595					1150	473	884	2542	
Starvation Cap Reductn	0	0	0					0	0	243	1641	
Spillback Cap Reductn	0	0	0					85	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	1.27	0.39	0.62					0.70	0.32	0.61	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 149.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 51.2		Intersection LOS: D	
Intersection Capacity Utilization 92.6%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	1	6	0	38	0	818	8	1	8	783
Future Volume (vph)	0	0	1	6	0	38	0	818	8	1	8	783
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0		100	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.883			0.999				0.999
Flt Protected					0.994						0.950	
Satd. Flow (prot)	0	1611	0	0	1635	0	1863	3536	0	0	1770	3536
Flt Permitted					0.994						0.950	
Satd. Flow (perm)	0	1611	0	0	1635	0	1863	3536	0	0	1770	3536
Link Speed (mph)		30			35			45				45
Link Distance (ft)		618			749			1727				706
Travel Time (s)		14.0			14.6			26.2				10.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1	6	0	40	0	852	8	1	8	816
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	46	0	0	860	0	0	9	819
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		0			0			30				15
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Adj. Flow (vph)	3
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	6	0	38	0	818	8	1	8	783	3
Future Vol, veh/h	0	0	1	6	0	38	0	818	8	1	8	783	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	6	0	40	0	852	8	1	8	816	3

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1262	1696	410	1282	1693	430	819	0	0	860	860	0	0
Stage 1	836	836	-	856	856	-	-	-	-	-	-	-	-
Stage 2	426	860	-	426	837	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	127	92	591	122	92	573	805	-	-	408	777	-	-
Stage 1	328	381	-	319	373	-	-	-	-	-	-	-	-
Stage 2	577	371	-	577	380	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	117	91	591	121	91	573	805	-	-	697	697	-	-
Mov Cap-2 Maneuver	234	210	-	236	212	-	-	-	-	-	-	-	-
Stage 1	328	376	-	319	373	-	-	-	-	-	-	-	-
Stage 2	537	371	-	569	375	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	13.3	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	805	-	-	591	480	697	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.095	0.013	-	-
HCM Control Delay (s)	0	-	-	11.1	13.3	10.2	-	-
HCM Lane LOS	A	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	4	0	9	12	3	3	1	3	818	5	1	21
Future Volume (vph)	4	0	9	12	3	3	1	3	818	5	1	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0		200
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				50				50
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.896			0.976				0.999			
Flt Protected		0.985			0.967			0.950				0.950
Satd. Flow (prot)	0	3124	0	0	3340	0	0	1770	3536	0	0	1770
Flt Permitted		0.985			0.967			0.950				0.950
Satd. Flow (perm)	0	3124	0	0	3340	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		607			549				1499			
Travel Time (s)		13.8			12.5				22.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	4	0	9	13	3	3	1	3	852	5	1	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	19	0	0	4	857	0	0	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		15			15				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	755	12
Future Volume (vph)	755	12
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	3532	0
Flt Permitted		
Satd. Flow (perm)	3532	0
Link Speed (mph)	45	
Link Distance (ft)	1727	
Travel Time (s)	26.2	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	786	13
Shared Lane Traffic (%)		
Lane Group Flow (vph)	799	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	4	0	9	12	3	3	1	3	818	5	1	21	755	12
Future Vol, veh/h	4	0	9	12	3	3	1	3	818	5	1	21	755	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	9	13	3	3	1	3	852	5	1	22	786	13

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1275	1704	400	1302	1708	429	799	799	0	0	857	857	0	0
Stage 1	839	839	-	863	863	-	-	-	-	-	-	-	-	-
Stage 2	436	865	-	439	845	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	124	91	600	118	90	574	447	819	-	-	410	779	-	-
Stage 1	326	379	-	316	370	-	-	-	-	-	-	-	-	-
Stage 2	569	369	-	567	377	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	119	88	600	113	87	574	674	674	-	-	748	748	-	-
Mov Cap-2 Maneuver	234	202	-	228	206	-	-	-	-	-	-	-	-	-
Stage 1	324	367	-	314	368	-	-	-	-	-	-	-	-	-
Stage 2	558	367	-	541	365	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	20.4	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	674	-	-	234	600	225	360	748	-	-
HCM Lane V/C Ratio	0.006	-	-	0.018	0.016	0.063	0.013	0.031	-	-
HCM Control Delay (s)	10.4	-	-	20.7	11.1	22.1	15.1	10	-	-
HCM Lane LOS	B	-	-	C	B	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.2	0	0.1	-	-

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	135	514	88	26	78	710	388	91	290	59	9	373
Future Volume (vph)	135	514	88	26	78	710	388	91	290	59	9	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	420		0		320		320	340		340		150
Storage Lanes	1		1		1		1	1		1		1
Taper Length (ft)	50				50			100				50
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0	1770
Flt Permitted	0.229				0.350			0.401				0.547
Satd. Flow (perm)	427	3539	1583	0	652	3539	1583	747	3539	1583	0	1019
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			127				404			127		
Link Speed (mph)		50				50			45			
Link Distance (ft)		997				1087			787			
Travel Time (s)		13.6				14.8			11.9			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	141	535	92	27	81	740	404	95	302	61	9	389
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	535	92	0	108	740	404	95	302	61	0	398
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		15				15			15			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt
Protected Phases	5	2			1	6		7	4			3
Permitted Phases	2		2	1	6		6	4		4	3	8

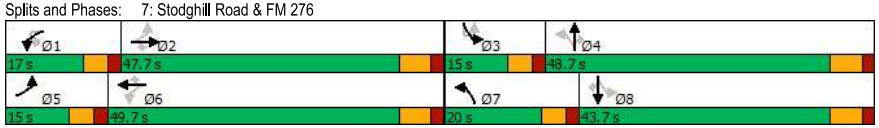
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	309	118
Future Volume (vph)	309	118
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		127
Link Speed (mph)	45	
Link Distance (ft)	1499	
Travel Time (s)	22.7	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	322	123
Shared Lane Traffic (%)		
Lane Group Flow (vph)	322	123
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	15	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Detector Phase	5	2	2	1	1	6	6	7	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6	10.6
Total Split (s)	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0	15.0
Total Split (%)	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%	11.7%
Maximum Green (s)	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4	9.4
Yellow Time (s)	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7		5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max	Max	None	Max	Max	None	None
Walk Time (s)		11.0	11.0			10.0	10.0		11.0	11.0		
Flash Dont Walk (s)		30.0	30.0			33.0	33.0		31.0	31.0		
Pedestrian Calls (#/hr)		0	0			0	0		0	0		
Act Effct Green (s)	52.7	42.5	42.5		53.7	43.0	43.0	52.6	42.0	42.0		52.4
Actuated g/C Ratio	0.41	0.33	0.33		0.42	0.34	0.34	0.41	0.33	0.33		0.41
v/c Ratio	0.52	0.46	0.15		0.30	0.62	0.51	0.25	0.26	0.10		0.84
Control Delay	28.1	35.6	2.5		22.5	38.6	5.3	22.2	32.5	0.3		48.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	28.1	35.6	2.5		22.5	38.6	5.3	22.2	32.5	0.3		48.2
LOS	C	D	A		C	D	A	C	C	A		D
Approach Delay		30.2				26.5			26.1			
Approach LOS		C				C			C			
Queue Length 50th (ft)	67	184	0		51	271	0	45	96	0		229
Queue Length 95th (ft)	111	242	18		87	339	71	80	135	0		#403
Internal Link Dist (ft)		917				1007			707			
Turn Bay Length (ft)	420				320		320	340		340		150
Base Capacity (vph)	274	1172	609		382	1188	799	450	1160	604		472
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0		0
Reduced v/c Ratio	0.51	0.46	0.15		0.28	0.62	0.51	0.21	0.26	0.10		0.84

Intersection Summary

Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 128.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 30.4 Intersection LOS: C
Intersection Capacity Utilization 81.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	SBT	SBR
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	43.7	43.7
Total Split (s)	43.7	43.7
Total Split (%)	34.0%	34.0%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.7	4.7
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	8.0	8.0
Flash Dont Walk (s)	29.0	29.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	41.9	41.9
Actuated g/C Ratio	0.33	0.33
v/c Ratio	0.53	0.20
Control Delay	39.5	5.9
Queue Delay	0.0	0.0
Total Delay	39.5	5.9
LOS	D	A
Approach Delay	38.7	
Approach LOS	D	
Queue Length 50th (ft)	217	0
Queue Length 95th (ft)	324	43
Internal Link Dist (ft)	1419	
Turn Bay Length (ft)		
Base Capacity (vph)	609	603
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.53	0.20

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2970	101	0	82
Future Volume (vph)	0	0	2970	101	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.995			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3522	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3522	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	3264	111	0	90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	3375	0	0	90
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 97.1% ICU Level of Service F
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2970	101	0	82
Future Vol, veh/h	0	0	2970	101	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	3264	111	0	90

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1688
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	~ 83
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	~ 83
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	214.5
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	83
HCM Lane V/C Ratio	-	-	1.086
HCM Control Delay (s)	-	-	214.5
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	6.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	322	688	312	370	854	0	0	798	437
Future Volume (vph)	0	0	0	322	688	312	370	854	0	0	798	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.984		0.950	0.996				
Satd. Flow (prot)	0	0	0	0	3483	1583	1522	4787	0	0	6408	1583
Flt Permitted					0.984		0.950	0.773				
Satd. Flow (perm)	0	0	0	0	3483	1583	1522	3715	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						200						208
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	339	724	328	389	899	0	0	840	460
Shared Lane Traffic (%)							20%					
Lane Group Flow (vph)	0	0	0	0	1063	328	311	977	0	0	840	460
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				46.0	46.0	46.0					30.0	30.0
Total Split (%)				32.9%	32.9%	32.9%					21.4%	21.4%
Maximum Green (s)				39.7	39.7	39.7					24.6	24.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					39.7	39.7	58.6	83.2			24.6	24.6
Actuated g/C Ratio					0.28	0.28	0.42	0.59			0.18	0.18
v/c Ratio					1.08	0.55	0.49	0.42			0.75	1.02
Control Delay					98.8	19.9	7.1	0.9			59.5	79.4
Queue Delay					0.0	0.0	3.4	0.4			0.0	0.0
Total Delay					98.8	19.9	10.5	1.2			59.5	79.4
LOS					F	B	B	A			E	E
Approach Delay					80.2			3.5			66.5	
Approach LOS					F			A			E	
Queue Length 50th (ft)					~566	95	27	3			213	~278
Queue Length 95th (ft)					#704	197	m31	m2			253	#498
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					987	592	637	2340			1125	449
Starvation Cap Reductn					0	0	231	740			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					1.08	0.55	0.77	0.61			0.75	1.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 50.9		Intersection LOS: D	
Intersection Capacity Utilization 104.9%		ICU Level of Service G	
Analysis Period (min) 15			

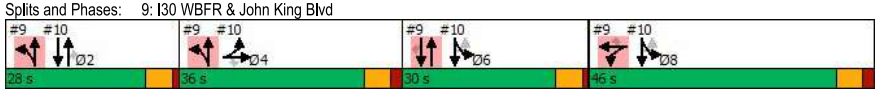
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	28.0	36.0
Total Split (%)	20%	26%
Maximum Green (s)	22.6	29.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

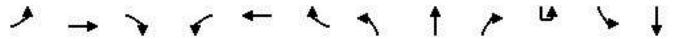
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	500	308	410	0	0	0	0	711	236	1	300	810
Future Volume (vph)	500	308	410	0	0	0	0	711	236	1	300	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150		0	
Storage Lanes	0		1	0		0	0		1		2	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.95	0.97	0.95
Frt			0.850						0.850			
Flt Protected		0.970									0.950	
Satd. Flow (prot)	0	3433	1583	0	0	0	0	6408	1583	0	3433	3539
Flt Permitted		0.970									0.343	
Satd. Flow (perm)	0	3433	1583	0	0	0	0	6408	1583	0	1240	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			228						246			
Link Speed (mph)		55			30			45				30
Link Distance (ft)		1172			4617			935				266
Travel Time (s)		14.5			104.9			14.2				6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	521	321	427	0	0	0	0	741	246	1	313	844
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	842	427	0	0	0	0	741	246	0	314	844
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	Prot	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8		

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	36.0	36.0	36.0					28.0	28.0			
Total Split (%)	25.7%	25.7%	25.7%					20.0%	20.0%			
Maximum Green (s)	29.7	29.7	29.7					22.6	22.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		29.7	29.7					22.6	22.6		70.6	98.6
Actuated g/C Ratio		0.21	0.21					0.16	0.16		0.50	0.70
v/c Ratio		1.39dl	0.83					0.72	0.53		0.50	0.34
Control Delay		133.6	38.8					60.1	10.5		6.5	2.1
Queue Delay		0.0	0.0					0.0	0.0		2.6	2.7
Total Delay		133.6	38.8					60.1	10.5		9.0	4.8
LOS		F	D					E	B		A	A
Approach Delay		101.7						47.8				5.9
Approach LOS		F						D				A
Queue Length 50th (ft)		~475	184					188	0		29	62
Queue Length 95th (ft)		#608	#358					226	79		m38	m38
Internal Link Dist (ft)		1092			4537			855				186
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		728	515					1034	461		625	2492
Starvation Cap Reductn		0	0					0	0		199	1491
Spillback Cap Reductn		0	0					0	0		0	0
Storage Cap Reductn		0	0					0	0		0	0
Reduced v/c Ratio		1.16	0.83					0.72	0.53		0.74	0.84

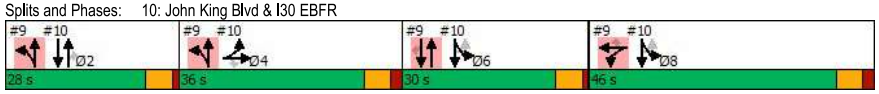
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 53.6		Intersection LOS: D	
Intersection Capacity Utilization 104.9%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		10.0	7.0
Minimum Split (s)		22.5	47.3
Total Split (s)		30.0	46.0
Total Split (%)		21%	33%
Maximum Green (s)		24.6	39.7
Yellow Time (s)		4.3	4.3
All-Red Time (s)		1.1	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	36.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



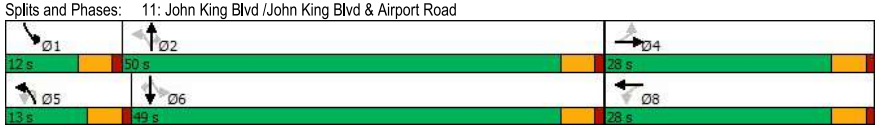
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	75	106	242	33	40	66	1	123	992	43	139	898
Future Volume (vph)	75	106	242	33	40	66	1	123	992	43	139	898
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		200	100	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95
Frt		0.914			0.929					0.850		
Flt Protected		0.991			0.988			0.950			0.950	
Satd. Flow (prot)	0	3206	0	0	3248	0	0	1770	3539	1583	1770	3539
Flt Permitted		0.864			0.786			0.211			0.179	
Satd. Flow (perm)	0	2795	0	0	2584	0	0	393	3539	1583	333	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		228			70					73		
Link Speed (mph)		35			35				45			45
Link Distance (ft)		972			2394				3337			865
Travel Time (s)		18.9			46.6				50.6			13.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	113	257	35	43	70	1	131	1055	46	148	955
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	450	0	0	148	0	0	132	1055	46	148	955
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			30
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2		1	1	2	1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	40
Future Volume (vph)	40
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	43
Shared Lane Traffic (%)	
Lane Group Flow (vph)	43
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4		8	8		5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	13.0	50.0	50.0	12.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	14.4%	55.6%	55.6%	13.3%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	8.5	45.5	45.5	7.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0				7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0				11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0				0	0		0
Act Effct Green (s)		11.3			11.3			31.4	25.7	25.7	30.7	25.3
Actuated g/C Ratio		0.20			0.20			0.57	0.46	0.46	0.55	0.46
v/c Ratio		0.60			0.26			0.32	0.64	0.06	0.39	0.59
Control Delay		14.9			14.0			6.7	14.5	1.5	8.2	14.1
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		14.9			14.0			6.7	14.5	1.5	8.2	14.1
LOS		B			B			A	B	A	A	B
Approach Delay		14.9			14.0				13.2			12.9
Approach LOS		B			B				B			B
Queue Length 50th (ft)		34			11			13	140	0	15	122
Queue Length 95th (ft)		90			38			40	242	9	44	218
Internal Link Dist (ft)		892			2314				3257			785
Turn Bay Length (ft)								200		200	100	
Base Capacity (vph)		1419			1236			457	2856	1291	398	2808
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.32			0.12			0.29	0.37	0.04	0.37	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 55.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	49.0
Total Split (%)	54.4%
Maximum Green (s)	44.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	25.3
Actuated g/C Ratio	0.46
v/c Ratio	0.06
Control Delay	1.4
Queue Delay	0.0
Total Delay	1.4
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	8
Internal Link Dist (ft)	
Turn Bay Length (ft)	100
Base Capacity (vph)	1271
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.03

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1987	366	0	121
Future Volume (vph)	0	0	1987	366	0	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2160	398	0	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2160	398	0	132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1987	366	0	121
Future Vol, veh/h	0	0	1987	366	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2160	398	0	132

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1080
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	214
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	214
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	45.4
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	214
HCM Lane V/C Ratio	-	-	0.615
HCM Control Delay (s)	-	-	45.4
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	3.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1753	355	0	223
Future Volume (vph)	0	0	1753	355	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1905	386	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1905	386	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1753	355	0	223
Future Vol, veh/h	0	0	1753	355	0	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1905	386	0	242

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	953
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	260
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	260
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	81.3
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	260
HCM Lane V/C Ratio	-	-	0.932
HCM Control Delay (s)	-	-	81.3
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	8.5

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1778	200	0	149
Future Volume (vph)	0	0	1778	200	0	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1933	217	0	162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1933	217	0	162
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1778	200	0	149
Future Vol, veh/h	0	0	1778	200	0	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1933	217	0	162

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	967
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	254
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	254
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	41.2
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	254
HCM Lane V/C Ratio	-	-	0.638
HCM Control Delay (s)	-	-	41.2
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	3.9

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	280	0	713	751	44
Future Volume (vph)	0	280	0	713	751	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.992	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3511	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3511	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	304	0	775	816	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	304	0	775	864	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.2%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	280	0	713	751	44
Future Vol, veh/h	0	280	0	713	751	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	304	0	775	816	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	432	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	572	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	572	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	572	-	-
HCM Lane V/C Ratio	-	0.532	-	-
HCM Control Delay (s)	-	18.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	3.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	27	0	133	18	0	223
Future Volume (vph)	27	0	133	18	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	0	145	20	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	145	20	242	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	0	133	18	0	223
Future Vol, veh/h	27	0	133	18	0	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	0	145	20	0	242

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	329	15
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1582	-	640	1061
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %	-	-			-	
Mov Cap-1 Maneuver	-	-	1582	-	581	1061
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.6	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1061	-	-	1582	-
HCM Lane V/C Ratio	0.228	-	-	0.091	-
HCM Control Delay (s)	9.4	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	250	0	87	150	0	121
Future Volume (vph)	250	0	87	150	0	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	0	95	163	0	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	272	0	95	163	132	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	0	87	150	0	121
Future Vol, veh/h	250	0	87	150	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	272	0	95	163	0	132

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	272	0	544	136
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1288	-	469	888
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	1288	-	434	888
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	694	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	888	-	-	1288	-
HCM Lane V/C Ratio	0.148	-	-	0.073	-
HCM Control Delay (s)	9.8	-	-	8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	29	44	41	52	5
Future Volume (vph)	20	29	44	41	52	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920				0.989	
Flt Protected	0.980			0.975		
Satd. Flow (prot)	1679	0	0	1816	1842	0
Flt Permitted	0.980			0.975		
Satd. Flow (perm)	1679	0	0	1816	1842	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	32	48	45	57	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	0	93	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	29	44	41	52	5
Future Vol, veh/h	20	29	44	41	52	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	32	48	45	57	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	201	60	62	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	788	1005	1541	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	763	1005	1541	-	-	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	3.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1541	-	890	-	-
HCM Lane V/C Ratio	0.031	-	0.06	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	5	32	10	5	12
Future Volume (vph)	19	5	32	10	5	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974		0.968			
Flt Protected	0.961					0.986
Satd. Flow (prot)	1744	0	1803	0	0	1837
Flt Permitted	0.961					0.986
Satd. Flow (perm)	1744	0	1803	0	0	1837
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	5	35	11	5	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	46	0	0	18
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	5	32	10	5	12
Future Vol, veh/h	19	5	32	10	5	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	5	35	11	5	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	64	41	0	0	46	0
Stage 1	41	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	942	1030	-	-	1562	-
Stage 1	981	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	939	1030	-	-	1562	-
Mov Cap-2 Maneuver	939	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	957	1562	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	85	16	0	82
Future Volume (vph)	0	0	85	16	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979			
Flt Protected						
Satd. Flow (prot)	0	0	1824	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1824	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	92	17	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	109	0	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	8.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	36	0	41	20	0	22
Future Volume (vph)	36	0	41	20	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.956			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1781	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1781	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	0	45	22	0	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	67	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	0	41	20	0	22
Future Vol, veh/h	36	0	41	20	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	0	45	22	0	24

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	80	56	0	0	67	0
Stage 1	56	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	922	1011	-	-	1535	-
Stage 1	967	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	922	1011	-	-	1535	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	922	1535	-
HCM Lane V/C Ratio	-	-	0.042	-	-
HCM Control Delay (s)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

6. Mitigation Analysis Synchro™ Results

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	114	174	66	705	436	26
Future Volume (vph)	114	174	66	705	436	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.991	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3507	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3507	0
Link Speed (mph)	35			45	45	
Link Distance (ft)	2687			952	2063	
Travel Time (s)	52.3			14.4	31.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	125	191	73	775	479	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	191	73	775	508	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	114	174	66	705	436	26
Future Vol, veh/h	114	174	66	705	436	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	345	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	191	73	775	479	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1028	254	508	0	-	0
Stage 1	494	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	230	745	1053	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	745	1053	-	-	-
Mov Cap-2 Maneuver	347	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0.7	0
HCM LOS	C		

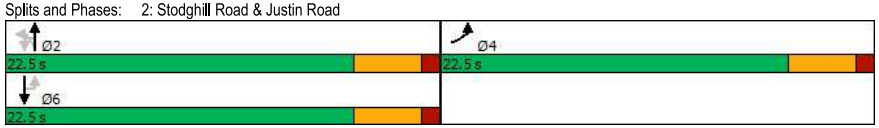
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1053	-	347	745	-	-
HCM Lane V/C Ratio	0.069	-	0.361	0.257	-	-
HCM Control Delay (s)	8.7	-	21.1	11.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.6	1	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	7	15	3	1	763	2	595	15
Future Volume (vph)	7	15	3	1	763	2	595	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400		0		0
Storage Lanes	1	0		1		0		0
Taper Length (ft)	25			150		25		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt	0.906						0.996	
Flt Protected	0.985			0.950				
Satd. Flow (prot)	1662	0	0	1770	3539	0	3525	0
Flt Permitted	0.985			0.404			0.953	
Satd. Flow (perm)	1662	0	0	753	3539	0	3359	0
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)	16						7	
Link Speed (mph)	30				45		45	
Link Distance (ft)	608				640		952	
Travel Time (s)	13.8				9.7		14.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	16	3	1	812	2	633	16
Shared Lane Traffic (%)								
Lane Group Flow (vph)	23	0	0	4	812	0	651	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	12				12		12	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	16				16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9		9
Number of Detectors	1		1	1	2	1	2	
Detector Template	Left		Left	Left	Thru	Left	Thru	
Leading Detector (ft)	20		20	20	100	20	100	
Trailing Detector (ft)	0		0	0	0	0	0	
Detector 1 Position(ft)	0		0	0	0	0	0	
Detector 1 Size(ft)	20		20	20	6	20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel								
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					94		94	
Detector 2 Size(ft)					6		6	
Detector 2 Type					Cl+Ex		Cl+Ex	
Detector 2 Channel								
Detector 2 Extend (s)					0.0		0.0	
Turn Type	Prot		Perm	Perm	NA	Perm	NA	
Protected Phases	4				2		6	
Permitted Phases			2	2		6		

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Detector Phase	4		2	2	2	6	6	
Switch Phase								
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5		22.5	22.5	22.5	22.5	22.5	
Total Split (%)	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	18.0		18.0	18.0	18.0	18.0	18.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.5			4.5	4.5		4.5	
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None		Min	Min	Min	Min	Min	
Walk Time (s)	7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	0	0	
Act Effct Green (s)	6.2			30.5	30.5		30.5	
Actuated g/C Ratio	0.19			0.93	0.93		0.93	
v/c Ratio	0.07			0.01	0.25		0.21	
Control Delay	10.6			1.8	1.3		1.2	
Queue Delay	0.0			0.0	0.0		0.0	
Total Delay	10.6			1.8	1.3		1.2	
LOS	B			A	A		A	
Approach Delay	10.6				1.3		1.2	
Approach LOS	B				A		A	
Queue Length 50th (ft)	1			0	0		0	
Queue Length 95th (ft)	17			2	59		45	
Internal Link Dist (ft)	528				560		872	
Turn Bay Length (ft)				400				
Base Capacity (vph)	969			703	3306		3138	
Starvation Cap Reductn	0			0	0		0	
Spillback Cap Reductn	0			0	0		0	
Storage Cap Reductn	0			0	0		0	
Reduced v/c Ratio	0.02			0.01	0.25		0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 32.7			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay: 1.4		Intersection LOS: A	
Intersection Capacity Utilization 32.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Stodghill Road & Justin Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	187	192	107	1	397	629	0	0	385
Future Volume (vph)	0	0	0	187	192	107	1	397	629	0	0	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400		0		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	25			150				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	1770	3539	1583	0	1770	3539	0	0	5085
Flt Permitted				0.950				0.444				
Satd. Flow (perm)	0	0	0	1770	3539	1583	0	827	3539	0	0	5085
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						117						
Link Speed (mph)		55			55				45			45
Link Distance (ft)		798			781				252			282
Travel Time (s)		9.9			9.7				3.8			4.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	193	198	110	1	409	648	0	0	397
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	193	198	110	0	410	648	0	0	397
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				1	2	1	1	1	2			2
Detector Template				Left	Thru	Right	Left	Left	Thru			Thru
Leading Detector (ft)				20	100	20	20	20	100			100
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				20	6	20	20	20	6			6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)					94				94			94
Detector 2 Size(ft)					6				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type				Split	NA	Perm	custom	D.P+P	NA			NA
Protected Phases				8	8			2 4	2 4 6			6
Permitted Phases						8	2 4	6				

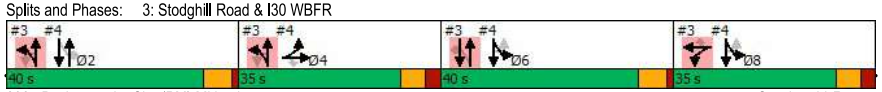
Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	292		
Future Volume (vph)	292		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	250		
Storage Lanes	1		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt	0.850		
Flt Protected			
Satd. Flow (prot)	1583		
Flt Permitted			
Satd. Flow (perm)	1583		
Right Turn on Red	Yes		
Satd. Flow (RTOR)	301		
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.97		
Adj. Flow (vph)	301		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	301		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors	1		
Detector Template	Right		
Leading Detector (ft)	20		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	20		
Detector 1 Type	CI+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type	Perm		
Protected Phases		2	4
Permitted Phases	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase				8	8	8	2 4	2 4	2 4 6			6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0						15.0
Minimum Split (s)				13.9	13.9	13.9						21.1
Total Split (s)				35.0	35.0	35.0						40.0
Total Split (%)				23.3%	23.3%	23.3%						26.7%
Maximum Green (s)				28.1	28.1	28.1						33.9
Yellow Time (s)				4.3	4.3	4.3						5.0
All-Red Time (s)				2.6	2.6	2.6						1.1
Lost Time Adjust (s)				0.0	0.0	0.0						0.0
Total Lost Time (s)				6.9	6.9	6.9						6.1
Lead/Lag				Lag	Lag	Lag						Lead
Lead-Lag Optimize?				Yes	Yes	Yes						Yes
Vehicle Extension (s)				3.0	3.0	3.0						3.0
Recall Mode				None	None	None						None
Act Effct Green (s)				22.3	22.3	22.3		95.5	101.6			27.5
Actuated g/C Ratio				0.16	0.16	0.16		0.70	0.74			0.20
v/c Ratio				0.67	0.34	0.31		0.39	0.25			0.39
Control Delay				67.2	53.3	9.8		1.2	0.2			48.9
Queue Delay				0.0	0.0	0.0		0.4	0.4			0.0
Total Delay				67.2	53.3	9.8		1.6	0.5			48.9
LOS				E	D	A		A	A			D
Approach Delay					49.1				0.9			31.6
Approach LOS					D				A			C
Queue Length 50th (ft)				169	85	0		4	0			116
Queue Length 95th (ft)				262	128	49		m3	m0			156
Internal Link Dist (ft)		718			701				172			202
Turn Bay Length (ft)				400		400						
Base Capacity (vph)				367	734	421		1042	2799			1274
Starvation Cap Reductn				0	0	0		240	1496			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.53	0.27	0.26		0.51	0.50			0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 137.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	SBR	Ø2	Ø4
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	15.0	15.0	7.0
Minimum Split (s)	21.1	21.1	13.9
Total Split (s)	40.0	40.0	35.0
Total Split (%)	26.7%	27%	23%
Maximum Green (s)	33.9	33.9	28.1
Yellow Time (s)	5.0	5.0	4.3
All-Red Time (s)	1.1	1.1	2.6
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.1		
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Act Effct Green (s)	27.5		
Actuated g/C Ratio	0.20		
v/c Ratio	0.54		
Control Delay	8.7		
Queue Delay	0.0		
Total Delay	8.7		
LOS	A		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	0		
Queue Length 95th (ft)	81		
Internal Link Dist (ft)			
Turn Bay Length (ft)	250		
Base Capacity (vph)	622		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.48		

Intersection Summary

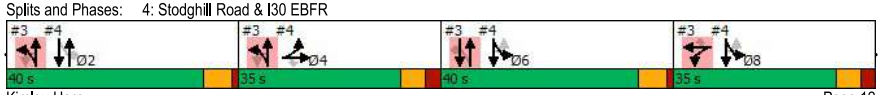
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	441	343	310	0	0	0	0	603	261	1	181	376
Future Volume (vph)	441	343	310	0	0	0	0	603	261	1	181	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200		0	
Storage Lanes	1		1	0		0	0		1		1	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.95	1.00	0.95
Frt			0.850						0.850			
Flt Protected	0.950	0.983									0.950	
Satd. Flow (prot)	1610	3333	1583	0	0	0	0	5085	1583	0	1770	3539
Flt Permitted	0.950	0.983									0.267	
Satd. Flow (perm)	1610	3333	1583	0	0	0	0	5085	1583	0	497	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			341						287			
Link Speed (mph)		55			55			45				45
Link Distance (ft)		4617			1679			707				252
Travel Time (s)		57.2			20.8			10.7				3.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	485	377	341	0	0	0	0	663	287	1	199	413
Shared Lane Traffic (%)	42%											
Lane Group Flow (vph)	281	581	341	0	0	0	0	663	287	0	200	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			15				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	D.P+P	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8	2	

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.91		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.5	28.5	28.5					32.4	32.4		89.3	95.4
Actuated g/C Ratio	0.21	0.21	0.21					0.24	0.24		0.65	0.70
v/c Ratio	0.84	0.84	0.57					0.55	0.48		0.24	0.17
Control Delay	76.4	65.7	9.1					49.1	7.9		0.9	0.4
Queue Delay	0.0	0.0	0.0					0.0	0.0		0.3	0.5
Total Delay	76.4	65.7	9.1					49.1	7.9		1.3	0.9
LOS	E	E	A					D	A		A	A
Approach Delay		52.1						36.7				1.0
Approach LOS		D						D				A
Queue Length 50th (ft)	281	291	0					198	0		2	2
Queue Length 95th (ft)	#497	#430	92					259	80		3	2
Internal Link Dist (ft)		4537			1599			627				172
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	334	692	598					1274	611		915	2489
Starvation Cap Reductn	0	0	0					0	0		341	1632
Spillback Cap Reductn	0	0	0					0	0		0	0
Storage Cap Reductn	0	0	0					0	0		0	0
Reduced v/c Ratio	0.84	0.84	0.57					0.52	0.47		0.35	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 137.1			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 35.5		Intersection LOS: D	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		15.0	7.0
Minimum Split (s)		21.1	13.9
Total Split (s)		40.0	35.0
Total Split (%)		27%	23%
Maximum Green (s)		33.9	28.1
Yellow Time (s)		5.0	4.3
All-Red Time (s)		1.1	2.6
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	0	0	22	0	116	1	0	747	10	36	658
Future Volume (vph)	2	0	0	22	0	116	1	0	747	10	36	658
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		200		0	100	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt					0.886				0.998			
Flt Protected		0.950			0.992			0.950			0.950	
Satd. Flow (prot)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Flt Permitted		0.950			0.992			0.950			0.950	
Satd. Flow (perm)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Link Speed (mph)		30			35				45			45
Link Distance (ft)		618			749				1727			706
Travel Time (s)		14.0			14.6				26.2			10.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	0	0	24	0	127	1	0	821	11	40	723
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	151	0	0	1	832	0	40	723
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			15
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	9	60		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	0	0	22	0	116	1	0	747	10	36	658	0
Future Vol, veh/h	2	0	0	22	0	116	1	0	747	10	36	658	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	24	0	127	1	0	821	11	40	723	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1216	1637	362	1271	1632	416	723	723	0	0	832	0	0
Stage 1	803	803	-	829	829	-	-	-	-	-	-	-	-
Stage 2	413	834	-	442	803	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	137	100	635	125	100	585	499	875	-	-	796	-	0
Stage 1	343	394	-	331	383	-	-	-	-	-	-	-	0
Stage 2	587	381	-	564	394	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	103	95	635	120	95	585	499	499	-	-	796	-	-
Mov Cap-2 Maneuver	218	206	-	237	216	-	-	-	-	-	-	-	-
Stage 1	342	374	-	330	382	-	-	-	-	-	-	-	-
Stage 2	458	380	-	536	374	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.7	16.1	0	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	499	-	-	218	474	796	-
HCM Lane V/C Ratio	0.002	-	-	0.01	0.32	0.05	-
HCM Control Delay (s)	12.2	-	-	21.7	16.1	9.8	-
HCM Lane LOS	B	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.4	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	1	47	24	5	48	15	592	11	20	631	35
Future Volume (vph)	98	1	47	24	5	48	15	592	11	20	631	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.908			0.997			0.992	
Flt Protected		0.967			0.985		0.950			0.950		
Satd. Flow (prot)	0	3258	0	0	3165	0	1770	3529	0	1770	3511	0
Flt Permitted		0.967			0.985		0.950			0.950		
Satd. Flow (perm)	0	3258	0	0	3165	0	1770	3529	0	1770	3511	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		607			549			1499			1727	
Travel Time (s)		13.8			12.5			22.7			26.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	109	1	52	27	6	53	17	658	12	22	701	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	162	0	0	86	0	17	670	0	22	740	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	1	47	24	5	48	15	592	11	20	631	35
Future Vol, veh/h	98	1	47	24	5	48	15	592	11	20	631	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	1	52	27	6	53	17	658	12	22	701	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1131	1469	370	1093	1482	335	740	0	0	670	0	0
Stage 1	765	765	-	698	698	-	-	-	-	-	-	-
Stage 2	366	704	-	395	784	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	158	126	627	169	124	661	862	-	-	916	-	-
Stage 1	362	410	-	397	440	-	-	-	-	-	-	-
Stage 2	626	438	-	602	402	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	138	120	627	149	119	661	862	-	-	916	-	-
Mov Cap-2 Maneuver	254	239	-	269	237	-	-	-	-	-	-	-
Stage 1	355	400	-	389	431	-	-	-	-	-	-	-
Stage 2	557	429	-	537	392	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.6	14.5	0.2	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	254	616	266	607	916	-	-
HCM Lane V/C Ratio	0.019	-	-	0.431	0.086	0.111	0.092	0.024	-	-
HCM Control Delay (s)	9.3	-	-	29.5	11.4	20.2	11.5	9	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.3	0.4	0.3	0.1	-	-

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	82	623	140	13	88	452	283	89	270	79	8
Future Volume (vph)	1	82	623	140	13	88	452	283	89	270	79	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		0		320		320	340		340	
Storage Lanes		1		1		1		1	1		1	
Taper Length (ft)		50				50			100			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0
Flt Permitted		0.418				0.268			0.437			
Satd. Flow (perm)	0	779	3539	1583	0	499	3539	1583	814	3539	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				146				295			127	
Link Speed (mph)			50				50			45		
Link Distance (ft)			997				1087			787		
Travel Time (s)			13.6				14.8			11.9		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	85	649	146	14	92	471	295	93	281	82	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	649	146	0	106	471	295	93	281	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA
Median Width(ft)			15				15			15		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	9
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom
Protected Phases		5	2			1	6		7	4		
Permitted Phases	5	2		2	1	6		6	4		4	3

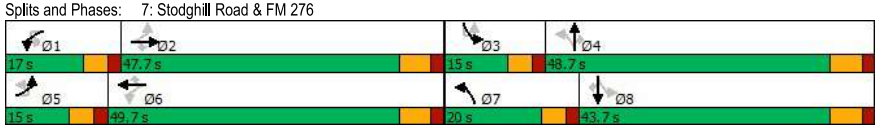
Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	330	287	73
Future Volume (vph)	330	287	73
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		0
Storage Lanes	1		1
Taper Length (ft)	50		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1770	1863	1583
Flt Permitted	0.565		
Satd. Flow (perm)	1052	1863	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			127
Link Speed (mph)		45	
Link Distance (ft)		1499	
Travel Time (s)		22.7	
Peak Hour Factor	0.96	0.96	0.96
Adj. Flow (vph)	344	299	76
Shared Lane Traffic (%)			
Lane Group Flow (vph)	352	299	76
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		15	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	Perm
Protected Phases	3	8	
Permitted Phases	8		8

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Detector Phase	5	5	2	2	1	1	6	6	7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6
Total Split (s)	15.0	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0
Total Split (%)	11.7%	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%
Maximum Green (s)	9.4	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4
Yellow Time (s)	3.6	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max	Max	None	Max	Max	None
Walk Time (s)			11.0	11.0			10.0	10.0		11.0	11.0	
Flash Dont Walk (s)			30.0	30.0			33.0	33.0		31.0	31.0	
Pedestrian Calls (#/hr)			0	0			0	0		0	0	
Act Effct Green (s)		51.3	41.8	41.8		53.7	43.0	43.0	52.4	42.0	42.0	
Actuated g/C Ratio		0.40	0.33	0.33		0.42	0.34	0.34	0.41	0.33	0.33	
v/c Ratio		0.23	0.56	0.24		0.35	0.39	0.40	0.23	0.24	0.14	
Control Delay		21.6	37.7	5.9		23.4	33.6	5.1	21.8	32.0	1.6	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		21.6	37.7	5.9		23.4	33.6	5.1	21.8	32.0	1.6	
LOS		C	D	A		C	C	A	C	C	A	
Approach Delay			30.8				22.7			24.4		
Approach LOS			C				C			C		
Queue Length 50th (ft)		40	232	0		50	156	0	44	89	0	
Queue Length 95th (ft)		72	299	48		86	207	63	78	126	10	
Internal Link Dist (ft)			917				1007			707		
Turn Bay Length (ft)		420				320		320	340		340	
Base Capacity (vph)		392	1161	617		331	1194	729	475	1166	606	
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	
Reduced v/c Ratio		0.22	0.56	0.24		0.32	0.39	0.40	0.20	0.24	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 127.4
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 28.3 Intersection LOS: C
Intersection Capacity Utilization 69.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	SBL	SBT	SBR
Detector Phase	3	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.6	43.7	43.7
Total Split (s)	15.0	43.7	43.7
Total Split (%)	11.7%	34.0%	34.0%
Maximum Green (s)	9.4	37.0	37.0
Yellow Time (s)	3.6	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.7	6.7
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	Max	Max
Walk Time (s)		8.0	8.0
Flash Dont Walk (s)		29.0	29.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	52.6	42.1	42.1
Actuated g/C Ratio	0.41	0.33	0.33
v/c Ratio	0.72	0.49	0.13
Control Delay	37.9	38.1	1.1
Queue Delay	0.0	0.0	0.0
Total Delay	37.9	38.1	1.1
LOS	D	D	A
Approach Delay		34.1	
Approach LOS		C	
Queue Length 50th (ft)	195	198	0
Queue Length 95th (ft)	#287	300	6
Internal Link Dist (ft)		1419	
Turn Bay Length (ft)	150		
Base Capacity (vph)	486	614	607
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.72	0.49	0.13

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1755	10	0	9
Future Volume (vph)	0	0	1755	10	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3536	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3536	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	2041	12	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2053	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 58.8% ICU Level of Service B
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1755	10	0	9
Future Vol, veh/h	0	0	1755	10	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2041	12	0	10

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1027
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	232
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	232
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	21.2
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	232
HCM Lane V/C Ratio	-	-	0.045
HCM Control Delay (s)	-	-	21.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	166	403	242	404	874	0	0	711	328
Future Volume (vph)	0	0	0	166	403	242	404	874	0	0	711	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.986		0.950	0.995				
Satd. Flow (prot)	0	0	0	0	3490	1583	1522	4782	0	0	6408	1583
Flt Permitted					0.986		0.950	0.742				
Satd. Flow (perm)	0	0	0	0	3490	1583	1522	3566	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						229						243
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	180	438	263	439	950	0	0	773	357
Shared Lane Traffic (%)							23%					
Lane Group Flow (vph)	0	0	0	0	618	263	338	1051	0	0	773	357
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				35.0	35.0	35.0					35.0	35.0
Total Split (%)				25.0%	25.0%	25.0%					25.0%	25.0%
Maximum Green (s)				28.7	28.7	28.7					29.6	29.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					28.7	28.7	64.6	94.2			29.6	29.6
Actuated g/C Ratio					0.20	0.20	0.46	0.67			0.21	0.21
v/c Ratio					0.86	0.52	0.48	0.41			0.57	0.68
Control Delay					67.1	12.9	7.1	0.9			51.4	23.1
Queue Delay					0.0	0.0	2.2	0.3			0.0	0.0
Total Delay					67.1	12.9	9.3	1.2			51.4	23.1
LOS					E	B	A	A			D	C
Approach Delay					51.0			3.1			42.5	
Approach LOS					D			A			D	
Queue Length 50th (ft)					288	25	31	3			185	94
Queue Length 95th (ft)					#383	110	m34	m3			222	212
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					715	506	702	2579			1354	526
Starvation Cap Reductn					0	0	234	751			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.86	0.52	0.72	0.57			0.57	0.68

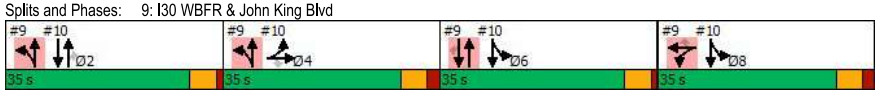
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

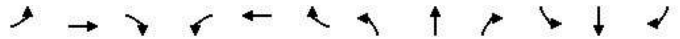
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	493	441	493	0	0	0	0	783	122	293	584	0
Future Volume (vph)	493	441	493	0	0	0	0	783	122	293	584	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	2		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.974								0.950		
Satd. Flow (prot)	0	3447	1583	0	0	0	0	6408	1583	3433	3539	0
Flt Permitted		0.974								0.950		
Satd. Flow (perm)	0	3447	1583	0	0	0	0	6408	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			356						122			
Link Speed (mph)		55			30			45			30	
Link Distance (ft)		1172			4617			935			266	
Travel Time (s)		14.5			104.9			14.2			6.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	519	464	519	0	0	0	0	824	128	308	615	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	983	519	0	0	0	0	824	128	308	615	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2			

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	35.0	35.0	35.0					35.0	35.0			
Total Split (%)	25.0%	25.0%	25.0%					25.0%	25.0%			
Maximum Green (s)	28.7	28.7	28.7					29.6	29.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		28.7	28.7					29.6	29.6	64.6	99.6	
Actuated g/C Ratio		0.20	0.20					0.21	0.21	0.46	0.71	
v/c Ratio		1.43dl	0.86					0.61	0.30	0.19	0.24	
Control Delay		226.0	31.1					52.2	10.4	1.6	1.2	
Queue Delay		0.0	0.0					0.0	0.0	0.4	0.7	
Total Delay		226.0	31.1					52.2	10.4	2.0	1.9	
LOS		F	C					D	B	A	A	
Approach Delay		158.7						46.6			2.0	
Approach LOS		F						D			A	
Queue Length 50th (ft)		~626	155					199	4	1	24	
Queue Length 95th (ft)		#763	#357					237	60	m6	m25	
Internal Link Dist (ft)		1092			4537			855			186	
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		706	607					1354	430	1584	2517	
Starvation Cap Reductn		0	0					0	0	846	1483	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		1.39	0.86					0.61	0.30	0.42	0.59	

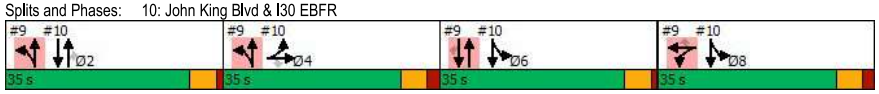
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 84.2		Intersection LOS: F	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	179	155	23	61	26	104	944	81	43	766	52
Future Volume (vph)	77	179	155	23	61	26	104	944	81	43	766	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	100		100
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.943			0.964				0.850			0.850
Flt Protected		0.991			0.990		0.950			0.950		
Satd. Flow (prot)	0	3307	0	0	3378	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.867			0.834		0.242			0.223		
Satd. Flow (perm)	0	2894	0	0	2845	0	451	3539	1583	415	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		137			28				86			73
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		972			2394			3337			865	
Travel Time (s)		18.9			46.6			50.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	82	190	165	24	65	28	111	1004	86	46	815	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	437	0	0	117	0	111	1004	86	46	815	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	50.0	50.0	12.0	49.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	55.6%	55.6%	13.3%	54.4%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	45.5	45.5	7.5	44.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		12.1			12.1		29.8	25.8	25.8	27.1	22.4	22.4
Actuated g/C Ratio		0.23			0.23		0.56	0.48	0.48	0.51	0.42	0.42
v/c Ratio		0.57			0.18		0.25	0.59	0.11	0.12	0.55	0.08
Control Delay		17.5			16.7		6.3	13.0	3.2	5.7	14.2	2.6
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		17.5			16.7		6.3	13.0	3.2	5.7	14.2	2.6
LOS		B			B		A	B	A	A	B	A
Approach Delay		17.5			16.7			11.7			13.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		45			12		12	129	0	5	102	0
Queue Length 95th (ft)		107			37		36	232	21	18	185	13
Internal Link Dist (ft)		892			2314			3257			785	
Turn Bay Length (ft)							200		200	100		100
Base Capacity (vph)		1485			1405		486	2939	1329	428	2896	1308
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.29			0.08		0.23	0.34	0.06	0.11	0.28	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 53.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1153	8	0	0
Future Volume (vph)	0	0	1153	8	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1863
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1253	9	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1253	9	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1153	8	0	0
Future Vol, veh/h	0	0	1153	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1253	9	0	0

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	627
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	426
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	426
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	0
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1108	46	0	27
Future Volume (vph)	0	0	1108	46	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1204	50	0	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1204	50	0	29
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1108	46	0	27
Future Vol, veh/h	0	0	1108	46	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1204	50	0	29

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	602
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	443
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	443
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	13.7
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	443
HCM Lane V/C Ratio	-	-	0.066
HCM Control Delay (s)	-	-	13.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1059	76	0	47
Future Volume (vph)	0	0	1059	76	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1151	83	0	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1151	83	0	51
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1059	76	0	47
Future Vol, veh/h	0	0	1059	76	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1151	83	0	51

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	576
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	460
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	460
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	13.8
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	460
HCM Lane V/C Ratio	-	-	0.111
HCM Control Delay (s)	-	-	13.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	34	0	734	642	0
Future Volume (vph)	0	34	0	734	642	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3539	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3539	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	37	0	798	698	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	37	0	798	698	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	27.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	0	734	642	0
Future Vol, veh/h	0	34	0	734	642	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	0	798	698	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	349	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	647	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	647	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	647	-	-
HCM Lane V/C Ratio	-	0.057	-	-
HCM Control Delay (s)	-	10.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1	0	15	3	0	20
Future Volume (vph)	1	0	15	3	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.960		
Satd. Flow (prot)	1863	0	0	1788	1611	0
Flt Permitted				0.960		
Satd. Flow (perm)	1863	0	0	1788	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	16	3	0	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	19	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	17.7%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	0	15	3	0	20
Future Vol, veh/h	1	0	15	3	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	16	3	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	36	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	977	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	967	1084
Mov Cap-2 Maneuver	-	-	-	-	967	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	977	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.02	-	-	0.01	-
HCM Control Delay (s)	8.4	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	21	0	0	18	0	0
Future Volume (vph)	21	0	0	18	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	0	0	20	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	20	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	0	0	18	0	0
Future Vol, veh/h	21	0	0	18	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	0	0	20	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	43	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1592	-	968	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	968	1054
Mov Cap-2 Maneuver	-	-	-	-	968	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1592	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	2	9	0
Future Volume (vph)	0	0	0	2	9	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	2	10	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	2	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	2	9	0
Future Vol, veh/h	0	0	0	2	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	10	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	12	10	10	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1008	1071	1610	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1008	1071	1610	-	-	-
Mov Cap-2 Maneuver	1008	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1610	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	2	0	0	2
Future Volume (vph)	0	0	2	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2	0	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2	0	0	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	2	0	0	2
Future Vol, veh/h	0	0	2	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2	0	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1018	1082	-	-	1620	-
Stage 1	1021	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1018	1082	-	-	1620	-
Mov Cap-2 Maneuver	1018	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1620	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	2	8	0	9
Future Volume (vph)	0	0	2	8	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.890			
Flt Protected						
Satd. Flow (prot)	0	0	1658	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1658	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2	9	0	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	11	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	0	2	0	0	2
Future Volume (vph)	7	0	2	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1863	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	0	2	0	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	2	0	0	2
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	0	2	0	0	2
Future Vol, veh/h	7	0	2	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	0	2	0	0	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1018	1082	-	-	1620	-
Stage 1	1021	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	1018	1082	-	-	1620	-
Mov Cap-2 Maneuver	1018	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1018	1620	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	67	63	41	420	1	335	22
Future Volume (vph)	67	63	41	420	1	335	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345		0		0
Storage Lanes	1	1	1		0		0
Taper Length (ft)	25		100		25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95
Frt		0.850				0.991	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1583	1770	3539	0	3507	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	1583	1770	3539	0	3507	0
Link Speed (mph)	35			45		45	
Link Distance (ft)	2687			952		2063	
Travel Time (s)	52.3			14.4		31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	69	65	42	433	1	345	23
Shared Lane Traffic (%)							
Lane Group Flow (vph)	69	65	42	433	0	369	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	67	63	41	420	1	335	22
Future Vol, veh/h	67	63	41	420	1	335	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	345	-	-	-	-
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	69	65	42	433	1	345	23

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	660	184	368	0	433	-	0
Stage 1	359	-	-	-	-	-	-
Stage 2	301	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	396	827	1187	-	763	-	-
Stage 1	677	-	-	-	-	-	-
Stage 2	725	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	381	827	1187	-	763	-	-
Mov Cap-2 Maneuver	486	-	-	-	-	-	-
Stage 1	653	-	-	-	-	-	-
Stage 2	724	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.7	0
HCM LOS	B		

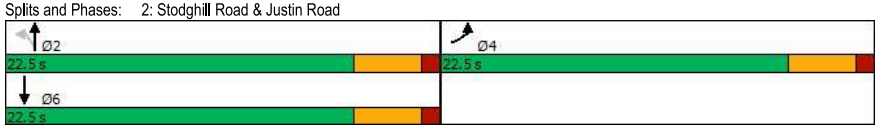
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1187	-	486	827	-	-
HCM Lane V/C Ratio	0.036	-	0.142	0.079	-	-
HCM Control Delay (s)	8.1	-	13.6	9.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	32	1	455	366	33
Future Volume (vph)	17	32	1	455	366	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	400			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		150			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.913				0.988	
Flt Protected	0.983		0.950			
Satd. Flow (prot)	1672	0	1770	3539	3497	0
Flt Permitted	0.983		0.509			
Satd. Flow (perm)	1672	0	948	3539	3497	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	33				25	
Link Speed (mph)	30			45	45	
Link Distance (ft)	608			640	952	
Travel Time (s)	13.8			9.7	14.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	18	33	1	474	381	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	1	474	415	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	22.5		22.5	22.5	22.5	
Total Split (%)	50.0%		50.0%	50.0%	50.0%	
Maximum Green (s)	18.0		18.0	18.0	18.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Min	Min	Min	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	6.2		25.7	25.7	25.7	
Actuated g/C Ratio	0.22		0.91	0.91	0.91	
v/c Ratio	0.13		0.00	0.15	0.13	
Control Delay	7.1		3.0	1.6	1.5	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	7.1		3.0	1.6	1.5	
LOS	A		A	A	A	
Approach Delay	7.1			1.6	1.5	
Approach LOS	A			A	A	
Queue Length 50th (ft)	2		0	0	0	
Queue Length 95th (ft)	19		1	36	30	
Internal Link Dist (ft)	528			560	872	
Turn Bay Length (ft)			400			
Base Capacity (vph)	1093		861	3216	3180	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.05		0.00	0.15	0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 28.3			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.15			
Intersection Signal Delay: 1.9		Intersection LOS: A	
Intersection Capacity Utilization 24.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Stodghill Road & Justin Road



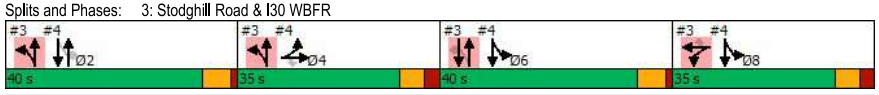
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	150	318	102	363	357	0	0	271	200
Future Volume (vph)	0	0	0	150	318	102	363	357	0	0	271	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	5085	1583
Flt Permitted				0.950			0.568					
Satd. Flow (perm)	0	0	0	1770	3539	1583	1058	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						117						213
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		798			781			252			282	
Travel Time (s)		9.9			9.7			3.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	160	338	109	386	380	0	0	288	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	160	338	109	386	380	0	0	288	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8	6					6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					15.0	15.0
Minimum Split (s)				13.9	13.9	13.9					21.1	21.1
Total Split (s)				35.0	35.0	35.0					40.0	40.0
Total Split (%)				23.3%	23.3%	23.3%					26.7%	26.7%
Maximum Green (s)				28.1	28.1	28.1					33.9	33.9
Yellow Time (s)				4.3	4.3	4.3					5.0	5.0
All-Red Time (s)				2.6	2.6	2.6					1.1	1.1
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.9	6.9	6.9					6.1	6.1
Lead/Lag				Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Act Effct Green (s)				19.2	19.2	19.2	73.2	79.6			19.4	19.4
Actuated g/C Ratio				0.17	0.17	0.17	0.65	0.71			0.17	0.17
v/c Ratio				0.53	0.56	0.30	0.37	0.15			0.33	0.47
Control Delay				52.3	48.5	9.4	2.5	0.3			44.4	9.9
Queue Delay				0.0	0.0	0.0	0.2	0.1			0.0	0.0
Total Delay				52.3	48.5	9.4	2.6	0.4			44.4	9.9
LOS				D	D	A	A	A			D	A
Approach Delay					42.5			1.5			29.8	
Approach LOS					D			A			C	
Queue Length 50th (ft)				106	118	0	27	1			68	0
Queue Length 95th (ft)				211	202	47	79	2			116	71
Internal Link Dist (ft)		718			701			172			202	
Turn Bay Length (ft)				400		400						250
Base Capacity (vph)				462	924	499	1104	2980			1601	644
Starvation Cap Reductn				0	0	0	181	1566			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.35	0.37	0.22	0.42	0.27			0.18	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 112.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 22.3		Intersection LOS: C	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

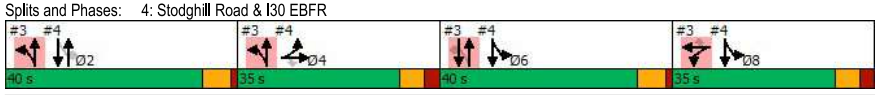
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	276	187	266	0	0	0	0	444	108	133	288	0
Future Volume (vph)	276	187	266	0	0	0	0	444	108	133	288	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950	0.980								0.950		
Satd. Flow (prot)	1610	3322	1583	0	0	0	0	5085	1583	1770	3539	0
Flt Permitted	0.950	0.980								0.424		
Satd. Flow (perm)	1610	3322	1583	0	0	0	0	5085	1583	790	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			274						123			
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		4617			1679			707			252	
Travel Time (s)		57.2			20.8			10.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	285	193	274	0	0	0	0	458	111	137	297	0
Shared Lane Traffic (%)	45%											
Lane Group Flow (vph)	157	321	274	0	0	0	0	458	111	137	297	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2	2		

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	22.1	22.1	22.1					24.6	24.6	70.4	76.8	
Actuated g/C Ratio	0.20	0.20	0.20					0.22	0.22	0.63	0.68	
v/c Ratio	0.50	0.49	0.52					0.41	0.25	0.15	0.12	
Control Delay	49.5	45.2	9.1					40.3	7.2	0.4	0.1	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.1	0.2	
Total Delay	49.5	45.2	9.1					40.3	7.2	0.5	0.3	
LOS	D	D	A					D	A	A	A	
Approach Delay		32.9						33.8			0.3	
Approach LOS		C						C			A	
Queue Length 50th (ft)	108	110	0					103	0	1	0	
Queue Length 95th (ft)	230	202	80					171	41	0	0	
Internal Link Dist (ft)		4537			1599			627			172	
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	420	867	615					1601	582	1017	2745	
Starvation Cap Reductn	0	0	0					0	0	364	1647	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.37	0.37	0.45					0.29	0.19	0.21	0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 112.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 25.2		Intersection LOS: C	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	1	5	0	31	0	512	7	1	6	523
Future Volume (vph)	0	0	1	5	0	31	0	512	7	1	6	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0		100	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.883			0.998				0.999
Flt Protected					0.993						0.950	
Satd. Flow (prot)	0	1611	0	0	1633	0	1863	3532	0	0	1770	3536
Flt Permitted					0.993						0.950	
Satd. Flow (perm)	0	1611	0	0	1633	0	1863	3532	0	0	1770	3536
Link Speed (mph)		30			35			45				45
Link Distance (ft)		618			749			1727				706
Travel Time (s)		14.0			14.6			26.2				10.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1	5	0	32	0	533	7	1	6	545
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	37	0	0	540	0	0	7	547
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		0			0			30				15
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	5	0	31	0	512	7	1	6	523	2
Future Vol, veh/h	0	0	1	5	0	31	0	512	7	1	6	523	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	5	0	32	0	533	7	1	6	545	2

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	827	1100	274	824	1098	270	547	0	0	541	540	0	0
Stage 1	560	560	-	537	537	-	-	-	-	-	-	-	-
Stage 2	267	540	-	287	561	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	264	211	724	265	211	728	1018	-	-	652	1025	-	-
Stage 1	480	509	-	496	521	-	-	-	-	-	-	-	-
Stage 2	715	519	-	696	508	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	251	210	724	263	210	728	1018	-	-	939	939	-	-
Mov Cap-2 Maneuver	365	328	-	378	330	-	-	-	-	-	-	-	-
Stage 1	480	505	-	496	521	-	-	-	-	-	-	-	-
Stage 2	683	519	-	690	504	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.9	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1018	-	-	724	645	939	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.058	0.008	-	-
HCM Control Delay (s)	0	-	-	10	10.9	8.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	3	0	7	9	2	2	1	2	513	4	1	12
Future Volume (vph)	3	0	7	9	2	2	1	2	513	4	1	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0		200
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				50				50
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.895			0.977				0.999			
Flt Protected		0.985			0.967			0.950				0.950
Satd. Flow (prot)	0	3120	0	0	3344	0	0	1770	3536	0	0	1770
Flt Permitted		0.985			0.967			0.950				0.950
Satd. Flow (perm)	0	3120	0	0	3344	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		607			549				1499			
Travel Time (s)		13.8			12.5				22.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	0	7	9	2	2	1	2	534	4	1	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	13	0	0	3	538	0	0	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		15			15				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	506	9
Future Volume (vph)	506	9
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3529	0
Flt Permitted		
Satd. Flow (perm)	3529	0
Link Speed (mph)	45	
Link Distance (ft)	1727	
Travel Time (s)	26.2	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	527	9
Shared Lane Traffic (%)		
Lane Group Flow (vph)	536	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	0	7	9	2	2	1	2	513	4	1	12	506	9
Future Vol, veh/h	3	0	7	9	2	2	1	2	513	4	1	12	506	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	7	9	2	2	1	2	534	4	1	13	527	9

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	834	1104	268	834	1106	269	536	536	0	0	539	538	0	0
Stage 1	560	560	-	542	542	-	-	-	-	-	-	-	-	-
Stage 2	274	544	-	292	564	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	261	210	730	261	209	729	657	1028	-	-	654	1026	-	-
Stage 1	480	509	-	492	518	-	-	-	-	-	-	-	-	-
Stage 2	709	517	-	692	507	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	256	206	730	255	205	729	862	862	-	-	983	983	-	-
Mov Cap-2 Maneuver	368	323	-	370	325	-	-	-	-	-	-	-	-	-
Stage 1	479	502	-	491	516	-	-	-	-	-	-	-	-	-
Stage 2	702	515	-	675	500	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	14.5	0.1	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	368	730	365	515	983	-	-
HCM Lane V/C Ratio	0.004	-	-	0.008	0.01	0.029	0.006	0.014	-	-
HCM Control Delay (s)	9.2	-	-	14.9	10	15.2	12	8.7	-	-
HCM Lane LOS	A	-	-	B	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0	0	-	-

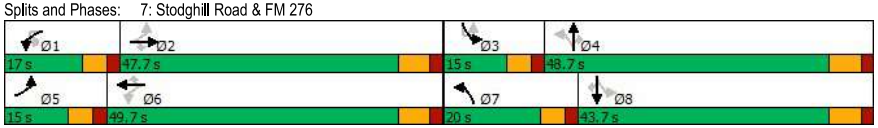
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	72	386	68	19	58	532	257	70	184	44	7	252
Future Volume (vph)	72	386	68	19	58	532	257	70	184	44	7	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	420		0		320		320	340		340		150
Storage Lanes	1		1		1		1	1		1		1
Taper Length (ft)	50				50			100				50
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0	1770
Flt Permitted	0.350				0.455			0.602				0.599
Satd. Flow (perm)	652	3539	1583	0	848	3539	1583	1121	3539	1583	0	1116
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			127				268			127		
Link Speed (mph)		50				50			45			
Link Distance (ft)		997				1087			787			
Travel Time (s)		13.6				14.8			11.9			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	75	402	71	20	60	554	268	73	192	46	7	263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	402	71	0	80	554	268	73	192	46	0	270
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		15				15			15			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt
Protected Phases	5	2			1	6		7	4			3
Permitted Phases	2		2	1	6		6	4		4	3	8

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	201	88
Future Volume (vph)	201	88
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		127
Link Speed (mph)	45	
Link Distance (ft)	1499	
Travel Time (s)	22.7	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	209	92
Shared Lane Traffic (%)		
Lane Group Flow (vph)	209	92
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	15	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Detector Phase	5	2	2	1	1	6	6	7	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6	10.6
Total Split (s)	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0	15.0
Total Split (%)	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%	11.7%
Maximum Green (s)	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4	9.4
Yellow Time (s)	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7		5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max	Max	None	Max	Max	None	None
Walk Time (s)		11.0	11.0			10.0	10.0		11.0	11.0		
Flash Dont Walk (s)		30.0	30.0			33.0	33.0		31.0	31.0		
Pedestrian Calls (#/hr)		0	0			0	0		0	0		
Act Effct Green (s)	50.5	42.6	42.6		51.6	43.1	43.1	51.6	42.1	42.1		54.1
Actuated g/C Ratio	0.40	0.34	0.34		0.41	0.35	0.35	0.41	0.34	0.34		0.43
v/c Ratio	0.22	0.33	0.11		0.19	0.45	0.37	0.14	0.16	0.07		0.51
Control Delay	21.6	32.4	0.5		21.1	33.9	5.1	20.7	30.4	0.2		27.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	21.6	32.4	0.5		21.1	33.9	5.1	20.7	30.4	0.2		27.7
LOS	C	C	A		C	C	A	C	C	A		C
Approach Delay		26.8				24.2			23.6			
Approach LOS		C				C			C			
Queue Length 50th (ft)	34	130	0		37	188	0	34	58	0		141
Queue Length 95th (ft)	64	181	2		68	245	60	64	90	0		210
Internal Link Dist (ft)		917				1007			707			
Turn Bay Length (ft)	420				320		320	340		340		150
Base Capacity (vph)	351	1207	623		445	1221	721	592	1192	618		532
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0		0
Reduced v/c Ratio	0.21	0.33	0.11		0.18	0.45	0.37	0.12	0.16	0.07		0.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 128.4			
Actuated Cycle Length: 124.9			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	SBT	SBR
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	43.7	43.7
Total Split (s)	43.7	43.7
Total Split (%)	34.0%	34.0%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.7	4.7
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	8.0	8.0
Flash Dont Walk (s)	29.0	29.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	45.6	45.6
Actuated g/C Ratio	0.37	0.37
v/c Ratio	0.31	0.14
Control Delay	32.6	2.5
Queue Delay	0.0	0.0
Total Delay	32.6	2.5
LOS	C	A
Approach Delay	25.4	
Approach LOS	C	
Queue Length 50th (ft)	129	0
Queue Length 95th (ft)	205	18
Internal Link Dist (ft)	1419	
Turn Bay Length (ft)		
Base Capacity (vph)	680	659
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.31	0.14

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1926	25	0	21
Future Volume (vph)	0	0	1926	25	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	0	3532	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3532	0	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	2116	27	0	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2143	0	0	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 64.0% ICU Level of Service C
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1926	25	0	21
Future Vol, veh/h	0	0	1926	25	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2116	27	0	23

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1072
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	216
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	216
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	23.7
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	216
HCM Lane V/C Ratio	-	-	0.107
HCM Control Delay (s)	-	-	23.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	193	512	205	288	673	0	0	626	329
Future Volume (vph)	0	0	0	193	512	205	288	673	0	0	626	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.987		0.950	0.996				
Satd. Flow (prot)	0	0	0	0	3493	1583	1522	4787	0	0	6408	1583
Flt Permitted					0.987		0.950	0.878				
Satd. Flow (perm)	0	0	0	0	3493	1583	1522	4220	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						216						334
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	203	539	216	303	708	0	0	659	346
Shared Lane Traffic (%)							19%					
Lane Group Flow (vph)	0	0	0	0	742	216	245	766	0	0	659	346
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				35.0	35.0	35.0					35.0	35.0
Total Split (%)				25.0%	25.0%	25.0%					25.0%	25.0%
Maximum Green (s)				28.7	28.7	28.7					29.6	29.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					28.7	28.7	64.6	94.2			29.6	29.6
Actuated g/C Ratio					0.20	0.20	0.46	0.67			0.21	0.21
v/c Ratio					1.04	0.44	0.35	0.28			0.49	0.58
Control Delay					96.8	8.6	5.5	0.6			49.9	9.7
Queue Delay					0.0	0.0	0.9	0.1			0.0	0.0
Total Delay					96.8	8.6	6.4	0.7			49.9	9.7
LOS					F	A	A	A			D	A
Approach Delay					76.9			2.1			36.1	
Approach LOS					E			A			D	
Queue Length 50th (ft)					~382	0	16	1			154	9
Queue Length 95th (ft)					#511	70	m27	m1			188	99
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					716	496	702	2720			1354	598
Starvation Cap Reductn					0	0	240	805			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					1.04	0.44	0.53	0.40			0.49	0.58

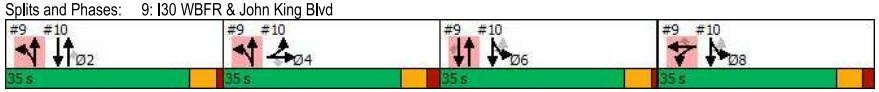
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 37.7		Intersection LOS: D	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	35.0	35.0
Total Split (%)	25%	25%
Maximum Green (s)	29.6	28.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

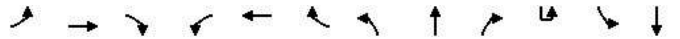
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	390	242	325	0	0	0	0	562	156	1	229	590
Future Volume (vph)	390	242	325	0	0	0	0	562	156	1	229	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150		0	
Storage Lanes	0		1	0		0	0		1		2	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.95	0.97	0.95
Frt			0.850						0.850			
Flt Protected		0.970									0.950	
Satd. Flow (prot)	0	3433	1583	0	0	0	0	6408	1583	0	3433	3539
Flt Permitted		0.970									0.406	
Satd. Flow (perm)	0	3433	1583	0	0	0	0	6408	1583	0	1467	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			339						163			
Link Speed (mph)		55			30			45				30
Link Distance (ft)		1172			4617			935				266
Travel Time (s)		14.5			104.9			14.2				6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	406	252	339	0	0	0	0	585	163	1	239	615
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	658	339	0	0	0	0	585	163	0	240	615
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	Prot	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8		

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	35.0	35.0	35.0					35.0	35.0			
Total Split (%)	25.0%	25.0%	25.0%					25.0%	25.0%			
Maximum Green (s)	28.7	28.7	28.7					29.6	29.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		28.7	28.7					29.6	29.6		64.6	99.6
Actuated g/C Ratio		0.20	0.20					0.21	0.21		0.46	0.71
v/c Ratio		1.12dl	0.57					0.43	0.35		0.36	0.24
Control Delay		76.1	8.7					49.1	8.7		5.0	1.6
Queue Delay		0.0	0.0					0.0	0.0		1.3	0.7
Total Delay		76.1	8.7					49.1	8.7		6.3	2.2
LOS		E	A					D	A		A	A
Approach Delay		53.2						40.3				3.4
Approach LOS		D						D				A
Queue Length 50th (ft)		313	0					135	0		9	36
Queue Length 95th (ft)		#430	87					168	60		m18	m30
Internal Link Dist (ft)		1092			4537			855				186
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		703	594					1354	463		676	2517
Starvation Cap Reductn		0	0					0	0		257	1477
Spillback Cap Reductn		0	0					0	0		0	0
Storage Cap Reductn		0	0					0	0		0	0
Reduced v/c Ratio		0.94	0.57					0.43	0.35		0.57	0.59

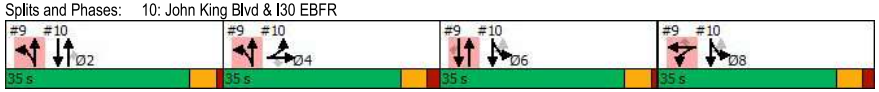
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 33.1		Intersection LOS: C	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		10.0	7.0
Minimum Split (s)		22.5	47.3
Total Split (s)		35.0	35.0
Total Split (%)		25%	25%
Maximum Green (s)		29.6	28.7
Yellow Time (s)		4.3	4.3
All-Red Time (s)		1.1	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	36.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



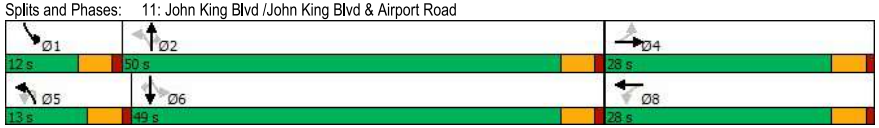
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	56	79	181	26	30	19	1	93	743	33	35	699
Future Volume (vph)	56	79	181	26	30	19	1	93	743	33	35	699
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		200	100	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95
Frt		0.914			0.962					0.850		
Flt Protected		0.991			0.983			0.950			0.950	
Satd. Flow (prot)	0	3206	0	0	3347	0	0	1770	3539	1583	1770	3539
Flt Permitted		0.884			0.778			0.258			0.353	
Satd. Flow (perm)	0	2860	0	0	2649	0	0	481	3539	1583	658	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		193			20					73		
Link Speed (mph)		35			35				45			45
Link Distance (ft)		972			2394				3337			865
Travel Time (s)		18.9			46.6				50.6			13.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	60	84	193	28	32	20	1	99	790	35	37	744
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	337	0	0	80	0	0	100	790	35	37	744
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			30
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2		1	1	2	1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	32
Shared Lane Traffic (%)	
Lane Group Flow (vph)	32
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4		8	8		5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	13.0	50.0	50.0	12.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	14.4%	55.6%	55.6%	13.3%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	8.5	45.5	45.5	7.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0				7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0				11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0				0	0		0
Act Effct Green (s)		8.3			8.3			24.1	21.5	21.5	20.7	16.3
Actuated g/C Ratio		0.19			0.19			0.56	0.50	0.50	0.48	0.38
v/c Ratio		0.48			0.15			0.20	0.45	0.04	0.08	0.56
Control Delay		10.7			14.5			4.8	9.1	1.1	4.4	13.3
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		10.7			14.5			4.8	9.1	1.1	4.4	13.3
LOS		B			B			A	A	A	A	B
Approach Delay		10.7			14.5				8.4			12.5
Approach LOS		B			B				A			B
Queue Length 50th (ft)		17			6			8	40	0	3	78
Queue Length 95th (ft)		52			23			24	140	5	12	140
Internal Link Dist (ft)		892			2314				3257			785
Turn Bay Length (ft)								200		200	100	
Base Capacity (vph)		1763			1568			545	3352	1503	541	3316
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.19			0.05			0.18	0.24	0.02	0.07	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 43.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	49.0
Total Split (%)	54.4%
Maximum Green (s)	44.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	16.3
Actuated g/C Ratio	0.38
v/c Ratio	0.05
Control Delay	1.1
Queue Delay	0.0
Total Delay	1.1
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	4
Internal Link Dist (ft)	
Turn Bay Length (ft)	100
Base Capacity (vph)	1488
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.02

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1177	16	0	0
Future Volume (vph)	0	0	1177	16	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1863
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1279	17	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1279	17	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1177	16	0	0
Future Vol, veh/h	0	0	1177	16	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1279	17	0	0

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	640
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	418
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	418
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	0
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1084	93	0	62
Future Volume (vph)	0	0	1084	93	0	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1178	101	0	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1178	101	0	67
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1084	93	0	62
Future Vol, veh/h	0	0	1084	93	0	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1178	101	0	67

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	589
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	452
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	452
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	14.4
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	452
HCM Lane V/C Ratio	-	-	0.149
HCM Control Delay (s)	-	-	14.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	991	156	0	109
Future Volume (vph)	0	0	991	156	0	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1077	170	0	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1077	170	0	118
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	991	156	0	109
Future Vol, veh/h	0	0	991	156	0	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1077	170	0	118

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	539
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	487
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	487
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	14.8
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	487
HCM Lane V/C Ratio	-	-	0.243
HCM Control Delay (s)	-	-	14.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.9

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	78	0	458	391	0
Future Volume (vph)	0	78	0	458	391	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3539	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3539	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	85	0	498	425	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	85	0	498	425	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	78	0	458	391	0
Future Vol, veh/h	0	78	0	458	391	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	85	0	498	425	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	213	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	792	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	792	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	792	-	-
HCM Lane V/C Ratio	-	0.107	-	-
HCM Control Delay (s)	-	10.1	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2	0	31	6	0	47
Future Volume (vph)	2	0	31	6	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.960		
Satd. Flow (prot)	1863	0	0	1788	1611	0
Flt Permitted				0.960		
Satd. Flow (perm)	1863	0	0	1788	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	0	34	7	0	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	41	51	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.7%	ICU Level of Service A	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	0	31	6	0	47
Future Vol, veh/h	2	0	31	6	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	34	7	0	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2	0	77	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1620	-	926	1082
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1620	-	907	1082
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.1	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1082	-	-	1620	-
HCM Lane V/C Ratio	0.047	-	-	0.021	-
HCM Control Delay (s)	8.5	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	49	0	0	37	0	0
Future Volume (vph)	49	0	0	37	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	0	0	40	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	40	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	49	0	0	37	0	0
Future Vol, veh/h	49	0	0	37	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	0	0	40	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	53	0	93	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1553	-	907	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1553	-	907	1014
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1553	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	9	21	0
Future Volume (vph)	0	0	0	9	21	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	10	23	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	10	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	9	21	0
Future Vol, veh/h	0	0	0	9	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	23	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	23	23	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	980	1054	1592	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1054	1592	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1592	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	9	0	0	5
Future Volume (vph)	0	0	9	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	10	0	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	10	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	9	0	0	5
Future Vol, veh/h	0	0	9	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	10	0	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1004	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1004	1071	-	-	1610	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	9	16	0	21
Future Volume (vph)	0	0	9	16	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.915			
Flt Protected						
Satd. Flow (prot)	0	0	1704	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1704	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	10	17	0	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	27	0	0	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	0	9	0	0	5
Future Volume (vph)	16	0	9	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1863	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	0	10	0	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	10	0	0	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	9	0	0	5
Future Vol, veh/h	16	0	9	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	10	0	0	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1004	1071	-	-	1610	-
Stage 1	1013	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1004	1071	-	-	1610	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1004	1610	-
HCM Lane V/C Ratio	-	-	0.017	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	132	277	112	855	543	30
Future Volume (vph)	132	277	112	855	543	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.992	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3511	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3511	0
Link Speed (mph)	35			45	45	
Link Distance (ft)	2687			952	2063	
Travel Time (s)	52.3			14.4	31.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	145	304	123	940	597	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	304	123	940	630	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	39.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	132	277	112	855	543	30
Future Vol, veh/h	132	277	112	855	543	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	345	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	304	123	940	597	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1330	315	630	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	146	681	948	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 127	681	948	-	-	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	948	-	259	681	-	-
HCM Lane V/C Ratio	0.13	-	0.56	0.447	-	-
HCM Control Delay (s)	9.4	-	35.2	14.5	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.4	-	3.1	2.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	82	219	3	78	884	2	723	98
Future Volume (vph)	82	219	3	78	884	2	723	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400		0		0
Storage Lanes	1	1		1		0		0
Taper Length (ft)	25			150		25		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt		0.850					0.982	
Flt Protected	0.950			0.950				
Satd. Flow (prot)	1770	1583	0	1770	3539	0	3476	0
Flt Permitted	0.950			0.301			0.953	
Satd. Flow (perm)	1770	1583	0	561	3539	0	3312	0
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		173					26	
Link Speed (mph)	30				45		45	
Link Distance (ft)	608				640		952	
Travel Time (s)	13.8				9.7		14.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	87	233	3	83	940	2	769	104
Shared Lane Traffic (%)								
Lane Group Flow (vph)	87	233	0	86	940	0	875	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	24				12		12	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	16				16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9		9
Number of Detectors	1	1	1	1	2	1	2	
Detector Template	Left	Right	Left	Left	Thru	Left	Thru	
Leading Detector (ft)	20	20	20	20	100	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	20	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					94		94	
Detector 2 Size(ft)					6		6	
Detector 2 Type					Cl+Ex		Cl+Ex	
Detector 2 Channel								
Detector 2 Extend (s)					0.0		0.0	
Turn Type	Prot	Perm	Perm	Perm	NA	Perm	NA	
Protected Phases	4				2		6	
Permitted Phases		4	2	2		6		

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Detector Phase	4	4	2	2	2	6	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	36.0	36.0	54.0	54.0	54.0	54.0	54.0	
Total Split (%)	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%	60.0%	
Maximum Green (s)	31.5	31.5	49.5	49.5	49.5	49.5	49.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	
Act Effct Green (s)	8.0	8.0		18.7	18.7		18.7	
Actuated g/C Ratio	0.22	0.22		0.52	0.52		0.52	
v/c Ratio	0.22	0.48		0.30	0.51		0.50	
Control Delay	13.2	8.2		8.7	7.1		6.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	
Total Delay	13.2	8.2		8.7	7.1		6.9	
LOS	B	A		A	A		A	
Approach Delay	9.6				7.2		6.9	
Approach LOS	A				A		A	
Queue Length 50th (ft)	12	8		7	48		43	
Queue Length 95th (ft)	44	54		33	107		98	
Internal Link Dist (ft)	528				560		872	
Turn Bay Length (ft)				400				
Base Capacity (vph)	1605	1451		561	3539		3312	
Starvation Cap Reductn	0	0		0	0		0	
Spillback Cap Reductn	0	0		0	0		0	
Storage Cap Reductn	0	0		0	0		0	
Reduced v/c Ratio	0.05	0.16		0.15	0.27		0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 35.9			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 72.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Stodghill Road & Justin Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	217	371	163	1	567	768	0	0	713
Future Volume (vph)	0	0	0	217	371	163	1	567	768	0	0	713
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400		0		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	25			150				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	1770	3539	1583	0	1770	3539	0	0	5085
Flt Permitted				0.950				0.211				
Satd. Flow (perm)	0	0	0	1770	3539	1583	0	393	3539	0	0	5085
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						168						
Link Speed (mph)		55			55				45			45
Link Distance (ft)		798			781				252			282
Travel Time (s)		9.9			9.7				3.8			4.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	224	382	168	1	585	792	0	0	735
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	224	382	168	0	586	792	0	0	735
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				1	2	1	1	1	2			2
Detector Template				Left	Thru	Right	Left	Left	Thru			Thru
Leading Detector (ft)				20	100	20	20	20	100			100
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				20	6	20	20	20	6			6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)					94				94			94
Detector 2 Size(ft)					6				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type				Split	NA	Perm	custom	D.P+P	NA			NA
Protected Phases				8	8			2 4	2 4 6			6
Permitted Phases						8	2 4	6				

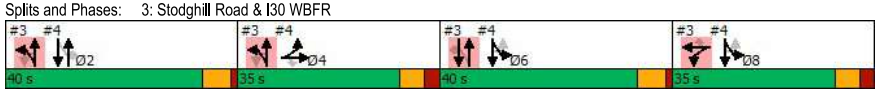
Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	445		
Future Volume (vph)	445		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	250		
Storage Lanes	1		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt	0.850		
Flt Protected			
Satd. Flow (prot)	1583		
Flt Permitted			
Satd. Flow (perm)	1583		
Right Turn on Red	Yes		
Satd. Flow (RTOR)	190		
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.97		
Adj. Flow (vph)	459		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	459		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors	1		
Detector Template	Right		
Leading Detector (ft)	20		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	20		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type	Perm		
Protected Phases		2	4
Permitted Phases	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase				8	8	8	2 4	2 4	2 4 6			6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0						15.0
Minimum Split (s)				13.9	13.9	13.9						21.1
Total Split (s)				35.0	35.0	35.0						40.0
Total Split (%)				23.3%	23.3%	23.3%						26.7%
Maximum Green (s)				28.1	28.1	28.1						33.9
Yellow Time (s)				4.3	4.3	4.3						5.0
All-Red Time (s)				2.6	2.6	2.6						1.1
Lost Time Adjust (s)				0.0	0.0	0.0						0.0
Total Lost Time (s)				6.9	6.9	6.9						6.1
Lead/Lag				Lag	Lag	Lag						Lead
Lead-Lag Optimize?				Yes	Yes	Yes						Yes
Vehicle Extension (s)				3.0	3.0	3.0						3.0
Recall Mode				None	None	None						None
Act Effct Green (s)				26.5	26.5	26.5		102.8	108.9			33.9
Actuated g/C Ratio				0.18	0.18	0.18		0.69	0.73			0.23
v/c Ratio				0.71	0.61	0.40		0.64	0.30			0.63
Control Delay				70.6	60.5	9.9		2.8	0.1			54.8
Queue Delay				0.0	0.0	0.0		1.9	1.4			0.0
Total Delay				70.6	60.5	9.9		4.7	1.5			54.8
LOS				E	E	A		A	A			D
Approach Delay					52.5				2.9			54.7
Approach LOS					D				A			D
Queue Length 50th (ft)				206	181	0		35	0			240
Queue Length 95th (ft)				304	238	65		m6	m0			289
Internal Link Dist (ft)		718			701				172			202
Turn Bay Length (ft)				400		400						
Base Capacity (vph)				335	669	436		911	2597			1162
Starvation Cap Reductn				0	0	0		181	1540			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.67	0.57	0.39		0.80	0.75			0.63

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 148.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 95.9%		ICU Level of Service F	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	SBR	Ø2	Ø4
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	15.0	15.0	7.0
Minimum Split (s)	21.1	21.1	13.9
Total Split (s)	40.0	40.0	35.0
Total Split (%)	26.7%	27%	23%
Maximum Green (s)	33.9	33.9	28.1
Yellow Time (s)	5.0	5.0	4.3
All-Red Time (s)	1.1	1.1	2.6
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.1		
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Act Effct Green (s)	33.9		
Actuated g/C Ratio	0.23		
v/c Ratio	0.90		
Control Delay	54.7		
Queue Delay	0.0		
Total Delay	54.7		
LOS	D		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	279		
Queue Length 95th (ft)	#491		
Internal Link Dist (ft)			
Turn Bay Length (ft)	250		
Base Capacity (vph)	508		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	0.90		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	548	398	359	0	0	0	0	808	303	1	400	513
Future Volume (vph)	548	398	359	0	0	0	0	808	303	1	400	513
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200		0	
Storage Lanes	1		1	0		0	0		1		1	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.95	1.00	0.95
Frt			0.850						0.850			
Flt Protected	0.950	0.981									0.950	
Satd. Flow (prot)	1610	3326	1583	0	0	0	0	5085	1583	0	1770	3539
Flt Permitted	0.950	0.981									0.134	
Satd. Flow (perm)	1610	3326	1583	0	0	0	0	5085	1583	0	250	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			395						250			
Link Speed (mph)		55			55			45				45
Link Distance (ft)		4617			1679			707				252
Travel Time (s)		57.2			20.8			10.7				3.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	602	437	395	0	0	0	0	888	333	1	440	564
Shared Lane Traffic (%)	44%											
Lane Group Flow (vph)	337	702	395	0	0	0	0	888	333	0	441	564
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			15				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	D.P+P	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8	2	

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.91		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

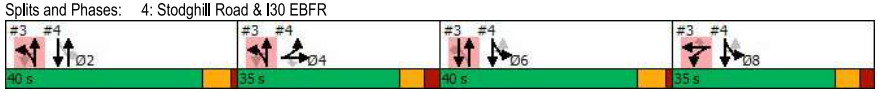
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.1	28.1	28.1					33.9	33.9		101.2	107.3
Actuated g/C Ratio	0.19	0.19	0.19					0.23	0.23		0.68	0.72
v/c Ratio	1.11	1.11	0.64					0.76	0.60		0.51	0.22
Control Delay	137.4	125.3	9.8					58.8	18.3		4.2	0.4
Queue Delay	0.0	0.0	0.0					0.0	0.0		1.2	0.7
Total Delay	137.4	125.3	9.8					58.8	18.3		5.4	1.1
LOS	F	F	A					E	B		A	A
Approach Delay		96.3						47.8				3.0
Approach LOS		F						D				A
Queue Length 50th (ft)	~415	~435	0					301	67		63	3
Queue Length 95th (ft)	#638	#571	100					355	177		94	4
Internal Link Dist (ft)		4537			1599			627				172
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	304	630	619					1162	554		878	2558
Starvation Cap Reductn	0	0	0					0	0		237	1594
Spillback Cap Reductn	0	0	0					0	0		0	0
Storage Cap Reductn	0	0	0					0	0		0	0
Reduced v/c Ratio	1.11	1.11	0.64					0.76	0.60		0.69	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 148.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 54.5		Intersection LOS: D	
Intersection Capacity Utilization 95.9%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		15.0	7.0
Minimum Split (s)		21.1	13.9
Total Split (s)		40.0	35.0
Total Split (%)		27%	23%
Maximum Green (s)		33.9	28.1
Yellow Time (s)		5.0	4.3
All-Red Time (s)		1.1	2.6
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	0	0	25	0	131	1	0	978	11	42	840
Future Volume (vph)	2	0	0	25	0	131	1	0	978	11	42	840
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		200		0	100	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt					0.886				0.998			
Flt Protected		0.950			0.992			0.950			0.950	
Satd. Flow (prot)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Flt Permitted		0.950			0.992			0.950			0.950	
Satd. Flow (perm)	0	1770	0	0	1637	0	0	1770	3532	0	1770	3539
Link Speed (mph)		30			35				45			45
Link Distance (ft)		618			749				1727			706
Travel Time (s)		14.0			14.6				26.2			10.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	0	0	27	0	144	1	0	1075	12	46	923
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	171	0	0	1	1087	0	46	923
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			15
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	9	60		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	0	0	25	0	131	1	0	978	11	42	840	0
Future Vol, veh/h	2	0	0	25	0	131	1	0	978	11	42	840	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	27	0	144	1	0	1075	12	46	923	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1555	2104	462	1637	2098	544	923	923	0	0	1087	0	0
Stage 1	1015	1015	-	1083	1083	-	-	-	-	-	-	-	-
Stage 2	540	1089	-	554	1015	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	77	51	547	67	51	483	372	736	-	-	638	-	0
Stage 1	255	314	-	232	292	-	-	-	-	-	-	-	0
Stage 2	494	290	-	484	314	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	51	47	547	63	47	483	372	372	-	-	638	-	-
Mov Cap-2 Maneuver	149	142	-	164	154	-	-	-	-	-	-	-	-
Stage 1	254	291	-	231	291	-	-	-	-	-	-	-	-
Stage 2	346	289	-	449	291	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.5	23	0	0.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	372	-	-	149	368	638	-
HCM Lane V/C Ratio	0.003	-	-	0.015	0.466	0.072	-
HCM Control Delay (s)	14.7	-	-	29.5	23	11.1	-
HCM Lane LOS	B	-	-	D	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0	2.4	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1	54	28	6	56	17	798	13	27	803	41
Future Volume (vph)	114	1	54	28	6	56	17	798	13	27	803	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.907			0.998			0.993	
Flt Protected		0.967			0.985		0.950			0.950		
Satd. Flow (prot)	0	3258	0	0	3162	0	1770	3532	0	1770	3514	0
Flt Permitted		0.967			0.985		0.950			0.950		
Satd. Flow (perm)	0	3258	0	0	3162	0	1770	3532	0	1770	3514	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		607			549			1499			1727	
Travel Time (s)		13.8			12.5			22.7			26.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	127	1	60	31	7	62	19	887	14	30	892	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	100	0	19	901	0	30	938	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	114	1	54	28	6	56	17	798	13	27	803	41
Future Vol, veh/h	114	1	54	28	6	56	17	798	13	27	803	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	127	1	60	31	7	62	19	887	14	30	892	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1460	1914	469	1439	1930	451	938	0	0	901	0	0
Stage 1	975	975	-	932	932	-	-	-	-	-	-	-
Stage 2	485	939	-	507	998	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 90	67	541	94	66	556	726	-	-	750	-	-
Stage 1	270	328	-	287	343	-	-	-	-	-	-	-
Stage 2	532	341	-	516	320	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 74	63	541	79	62	556	726	-	-	750	-	-
Mov Cap-2 Maneuver	179	169	-	188	169	-	-	-	-	-	-	-
Stage 1	263	315	-	280	334	-	-	-	-	-	-	-
Stage 2	451	332	-	439	307	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47	18.6	0.2	0.3
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	726	-	-	179	530	186	498	750	-	-
HCM Lane V/C Ratio	0.026	-	-	0.711	0.114	0.185	0.132	0.04	-	-
HCM Control Delay (s)	10.1	-	-	63.3	12.7	28.7	13.3	10	-	-
HCM Lane LOS	B	-	-	F	B	D	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.4	0.4	0.7	0.5	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	127	720	161	15	102	522	366	102	351	92	9
Future Volume (vph)	1	127	720	161	15	102	522	366	102	351	92	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		0		320		320	340		340	
Storage Lanes		1		1		1		1	1		1	
Taper Length (ft)		50				50			100			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0
Flt Permitted		0.358				0.210			0.312			
Satd. Flow (perm)	0	667	3539	1583	0	391	3539	1583	581	3539	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				168				381			127	
Link Speed (mph)			50				50			45		
Link Distance (ft)			997				1087			787		
Travel Time (s)			13.6				14.8			11.9		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	132	750	168	16	106	544	381	106	366	96	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	750	168	0	122	544	381	106	366	96	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA
Median Width(ft)			15				15			15		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	9
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom
Protected Phases		5	2			1	6		7	4		
Permitted Phases	5	2		2	1	6		6	4		4	3

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	416	370	84
Future Volume (vph)	416	370	84
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		0
Storage Lanes	1		1
Taper Length (ft)	50		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1770	1863	1583
Flt Permitted	0.495		
Satd. Flow (perm)	922	1863	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			127
Link Speed (mph)		45	
Link Distance (ft)		1499	
Travel Time (s)		22.7	
Peak Hour Factor	0.96	0.96	0.96
Adj. Flow (vph)	433	385	88
Shared Lane Traffic (%)			
Lane Group Flow (vph)	442	385	88
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		15	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		CI+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	Perm
Protected Phases	3	8	
Permitted Phases	8		8

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Detector Phase	5	5	2	2	1	1	6	6	7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6
Total Split (s)	15.0	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0
Total Split (%)	11.7%	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%
Maximum Green (s)	9.4	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4
Yellow Time (s)	3.6	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max	Max	None	Max	Max	None
Walk Time (s)			11.0	11.0			10.0	10.0		11.0	11.0	
Flash Dont Walk (s)			30.0	30.0			33.0	33.0		31.0	31.0	
Pedestrian Calls (#/hr)			0	0			0	0		0	0	
Act Effct Green (s)		52.3	42.1	42.1		54.1	43.0	43.0	53.1	42.0	42.0	
Actuated g/C Ratio		0.41	0.33	0.33		0.42	0.34	0.34	0.41	0.33	0.33	
v/c Ratio		0.38	0.64	0.27		0.45	0.46	0.49	0.32	0.32	0.16	
Control Delay		23.9	40.0	5.7		25.7	35.0	5.2	23.3	33.3	2.8	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		23.9	40.0	5.7		25.7	35.0	5.2	23.3	33.3	2.8	
LOS		C	D	A		C	C	A	C	C	A	
Approach Delay			32.5				23.1			26.3		
Approach LOS			C				C			C		
Queue Length 50th (ft)		63	280	0		58	186	0	50	120	0	
Queue Length 95th (ft)		105	353	51		97	241	69	87	163	21	
Internal Link Dist (ft)			917				1007			707		
Turn Bay Length (ft)		420				320		320	340		340	
Base Capacity (vph)		354	1163	632		292	1188	784	394	1160	604	
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	
Reduced v/c Ratio		0.38	0.64	0.27		0.42	0.46	0.49	0.27	0.32	0.16	

Intersection Summary

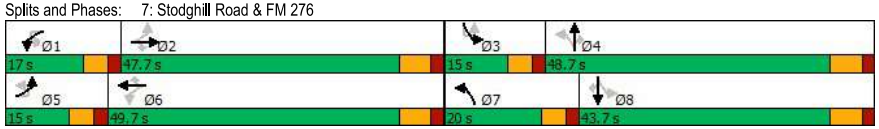
Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 128.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 35.2 Intersection LOS: D
Intersection Capacity Utilization 83.5% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	SBL	SBT	SBR
Detector Phase	3	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.6	43.7	43.7
Total Split (s)	15.0	43.7	43.7
Total Split (%)	11.7%	34.0%	34.0%
Maximum Green (s)	9.4	37.0	37.0
Yellow Time (s)	3.6	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.7	6.7
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	Max	Max
Walk Time (s)		8.0	8.0
Flash Dont Walk (s)		29.0	29.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	51.9	41.4	41.4
Actuated g/C Ratio	0.41	0.32	0.32
v/c Ratio	1.01	0.64	0.15
Control Delay	80.9	43.4	2.3
Queue Delay	0.0	0.0	0.0
Total Delay	80.9	43.4	2.3
LOS	F	D	A
Approach Delay		57.6	
Approach LOS		E	
Queue Length 50th (ft)	~270	273	0
Queue Length 95th (ft)	#550	400	15
Internal Link Dist (ft)		1419	
Turn Bay Length (ft)	150		
Base Capacity (vph)	436	602	598
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.01	0.64	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2408	99	0	55
Future Volume (vph)	0	0	2408	99	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	2800	115	0	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2800	115	0	64
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.6%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2408	99	0	55
Future Vol, veh/h	0	0	2408	99	0	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2800	115	0	64

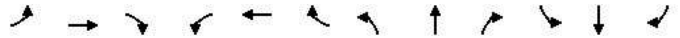
Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1400
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	130
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	130
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	56.9
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	130
HCM Lane V/C Ratio	-	-	0.492
HCM Control Delay (s)	-	-	56.9
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	2.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	262	467	317	461	985	0	0	807	374
Future Volume (vph)	0	0	0	262	467	317	461	985	0	0	807	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.982		0.950	0.995				
Satd. Flow (prot)	0	0	0	0	3476	1583	1522	4782	0	0	6408	1583
Flt Permitted					0.982		0.950	0.666				
Satd. Flow (perm)	0	0	0	0	3476	1583	1522	3201	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						195						198
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	285	508	345	501	1071	0	0	877	407
Shared Lane Traffic (%)							24%					
Lane Group Flow (vph)	0	0	0	0	793	345	381	1191	0	0	877	407
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				40.0	40.0	40.0					30.0	30.0
Total Split (%)				28.6%	28.6%	28.6%					21.4%	21.4%
Maximum Green (s)				33.7	33.7	33.7					24.6	24.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					33.7	33.7	64.6	89.2			24.6	24.6
Actuated g/C Ratio					0.24	0.24	0.46	0.64			0.18	0.18
v/c Ratio					0.95	0.65	0.54	0.49			0.78	0.92
Control Delay					73.1	26.6	5.5	0.9			60.7	56.3
Queue Delay					0.0	0.0	10.5	1.0			0.0	0.0
Total Delay					73.1	26.6	16.0	1.9			60.7	56.3
LOS					E	C	B	A			E	E
Approach Delay					59.0			5.3			59.3	
Approach LOS					E			A			E	
Queue Length 50th (ft)					376	123	30	4			224	203
Queue Length 95th (ft)					#503	237	m30	m4			265	#405
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					836	529	702	2452			1125	441
Starvation Cap Reductn					0	0	288	920			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.95	0.65	0.92	0.78			0.78	0.92

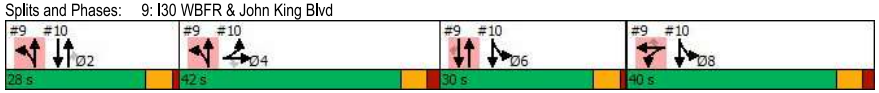
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 38.0		Intersection LOS: D	
Intersection Capacity Utilization 100.8%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	28.0	42.0
Total Split (%)	20%	30%
Maximum Green (s)	22.6	35.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	554	504	561	0	0	0	0	890	172	336	725	0
Future Volume (vph)	554	504	561	0	0	0	0	890	172	336	725	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	2		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.975								0.950		
Satd. Flow (prot)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Flt Permitted		0.975								0.950		
Satd. Flow (perm)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			242						143			
Link Speed (mph)		55			30			45			30	
Link Distance (ft)		1172			4617			935			266	
Travel Time (s)		14.5			104.9			14.2			6.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	583	531	591	0	0	0	0	937	181	354	763	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1114	591	0	0	0	0	937	181	354	763	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2			

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	42.0	42.0	42.0					28.0	28.0			
Total Split (%)	30.0%	30.0%	30.0%					20.0%	20.0%			
Maximum Green (s)	35.7	35.7	35.7					22.6	22.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		35.7	35.7					22.6	22.6	64.6	92.6	
Actuated g/C Ratio		0.26	0.26					0.16	0.16	0.46	0.66	
v/c Ratio		1.29dl	1.01					0.91	0.48	0.22	0.33	
Control Delay		171.2	71.0					70.5	18.3	2.1	1.6	
Queue Delay		0.0	0.0					0.0	0.0	0.8	1.9	
Total Delay		171.2	71.0					70.5	18.3	2.9	3.5	
LOS		F	E					E	B	A	A	
Approach Delay		136.5						62.1			3.3	
Approach LOS		F						E			A	
Queue Length 50th (ft)		~670	~375					246	30	4	37	
Queue Length 95th (ft)		#808	#628					#305	105	m8	m29	
Internal Link Dist (ft)		1092			4537			855			186	
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		880	583					1034	375	1584	2340	
Starvation Cap Reductn		0	0					0	0	914	1369	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		1.27	1.01					0.91	0.48	0.53	0.79	

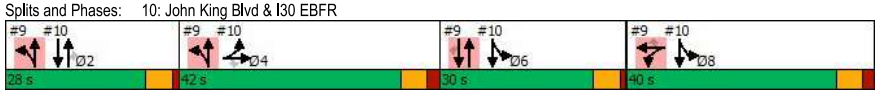
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 77.6		Intersection LOS: E	
Intersection Capacity Utilization 100.8%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	30.0	40.0
Total Split (%)	21%	29%
Maximum Green (s)	24.6	33.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR

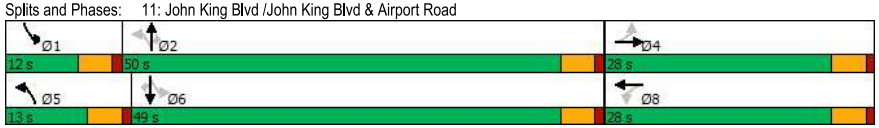


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	208	179	26	71	65	120	1106	93	126	867	60
Future Volume (vph)	89	208	179	26	71	65	120	1106	93	126	867	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	100		100
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.944			0.940				0.850			0.850
Flt Protected		0.991			0.992		0.950			0.950		
Satd. Flow (prot)	0	3311	0	0	3300	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.849			0.840		0.224			0.139		
Satd. Flow (perm)	0	2837	0	0	2795	0	417	3539	1583	259	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		135			69				99			73
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		972			2394			3337			865	
Travel Time (s)		18.9			46.6			50.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	95	221	190	28	76	69	128	1177	99	134	922	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	506	0	0	173	0	128	1177	99	134	922	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	50.0	50.0	12.0	49.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	55.6%	55.6%	13.3%	54.4%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	45.5	45.5	7.5	44.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		15.5			15.5		37.3	31.5	31.5	36.5	31.1	31.1
Actuated g/C Ratio		0.24			0.24		0.57	0.48	0.48	0.56	0.47	0.47
v/c Ratio		0.66			0.24		0.32	0.69	0.12	0.42	0.55	0.08
Control Delay		22.6			16.0		7.8	16.8	3.1	10.5	14.8	3.0
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		22.6			16.0		7.8	16.8	3.1	10.5	14.8	3.0
LOS		C			B		A	B	A	B	B	A
Approach Delay		22.6			16.0			15.0			13.6	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		71			17		17	191	0	18	136	0
Queue Length 95th (ft)		149			50		47	318	24	48	235	17
Internal Link Dist (ft)		892			2314			3257			785	
Turn Bay Length (ft)							200		200	100		100
Base Capacity (vph)		1198			1142		432	2525	1158	334	2485	1133
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.42			0.15		0.30	0.47	0.09	0.40	0.37	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 65.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1736	269	0	106
Future Volume (vph)	0	0	1736	269	0	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1887	292	0	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1887	292	0	115
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Vol, veh/h	0	0	1736	269	0	106
Future Vol, veh/h	0	0	1736	269	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1887	292	0	115

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	944
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	263
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	263
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	28.9
HCM LOS		D

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	263
HCM Lane V/C Ratio	-	-	0.438
HCM Control Delay (s)	-	-	28.9
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	2.1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Volume (vph)	0	0	1602	242	0	168
Future Volume (vph)	0	0	1602	242	0	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1741	263	0	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1741	263	0	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1602	242	0	168
Future Vol, veh/h	0	0	1602	242	0	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1741	263	0	183

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	871
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	294
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	294
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	35.4
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	294
HCM Lane V/C Ratio	-	-	0.621
HCM Control Delay (s)	-	-	35.4
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	3.9

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1661	109	0	82
Future Volume (vph)	0	0	1661	109	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1805	118	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1805	118	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1661	109	0	82
Future Vol, veh/h	0	0	1661	109	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1805	118	0	89

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	903
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	280
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	280
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	23.7
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	280
HCM Lane V/C Ratio	-	-	0.318
HCM Control Delay (s)	-	-	23.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.3

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	211	0	928	946	33
Future Volume (vph)	0	211	0	928	946	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.995	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3522	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3522	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	229	0	1009	1028	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	229	0	1009	1064	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	211	0	928	946	33
Future Vol, veh/h	0	211	0	928	946	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	229	0	1009	1028	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	532	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	492	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	492	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	492	-	-
HCM Lane V/C Ratio	-	0.466	-	-
HCM Control Delay (s)	-	18.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	2.4	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	0	98	15	0	172
Future Volume (vph)	20	0	98	15	0	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	107	16	0	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	107	16	187	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	98	15	0	172
Future Vol, veh/h	20	0	98	15	0	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	0	107	16	0	187

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	244	11
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1592	-	723	1067
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	675	1067
Mov Cap-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	741	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1067	-	-	1592	-
HCM Lane V/C Ratio	0.175	-	-	0.067	-
HCM Control Delay (s)	9.1	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	192	0	65	113	0	106
Future Volume (vph)	192	0	65	113	0	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	209	0	71	123	0	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	71	123	115	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	192	0	65	113	0	106
Future Vol, veh/h	192	0	65	113	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	209	0	71	123	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	209	0	413	105
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1359	-	567	929
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1359	-	538	929
Mov Cap-2 Maneuver	-	-	-	-	538	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	929	-	-	1359	-
HCM Lane V/C Ratio	0.124	-	-	0.052	-
HCM Control Delay (s)	9.4	-	-	7.8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	23	54	38	32	6
Future Volume (vph)	15	23	54	38	32	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918				0.977	
Flt Protected	0.981			0.971		
Satd. Flow (prot)	1678	0	0	1809	1820	0
Flt Permitted	0.981			0.971		
Satd. Flow (perm)	1678	0	0	1809	1820	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	25	59	41	35	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	100	42	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	23	54	38	32	6
Future Vol, veh/h	15	23	54	38	32	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	25	59	41	35	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	198	39	42	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	791	1033	1567	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	760	1033	1567	-	-	-
Mov Cap-2 Maneuver	760	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	905	-	-
HCM Lane V/C Ratio	0.037	-	0.046	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	4	17	12	6	8
Future Volume (vph)	14	4	17	12	6	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972		0.943			
Flt Protected	0.962					0.979
Satd. Flow (prot)	1742	0	1757	0	0	1824
Flt Permitted	0.962					0.979
Satd. Flow (perm)	1742	0	1757	0	0	1824
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	4	18	13	7	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	31	0	0	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	4	17	12	6	8
Future Vol, veh/h	14	4	17	12	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	4	18	13	7	9

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	48	25	0	0	31	0
Stage 1	25	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	962	1051	-	-	1582	-
Stage 1	998	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	958	1051	-	-	1582	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	977	1582	-
HCM Lane V/C Ratio	-	-	0.02	0.004	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	91	8	0	55
Future Volume (vph)	0	0	91	8	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989			
Flt Protected						
Satd. Flow (prot)	0	0	1842	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1842	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	99	9	0	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	108	0	0	60
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	8.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	0	29	24	0	16
Future Volume (vph)	22	0	29	24	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.939			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1749	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1749	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	0	32	26	0	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	58	0	0	17
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	0	29	24	0	16
Future Vol, veh/h	22	0	29	24	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	32	26	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	62	45	0	0	58	0
Stage 1	45	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	944	1025	-	-	1546	-
Stage 1	977	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	944	1025	-	-	1546	-
Mov Cap-2 Maneuver	944	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	944	1546	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	-	-	8.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	78	167	88	529	1	435	26
Future Volume (vph)	78	167	88	529	1	435	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345		0		0
Storage Lanes	1	1	1		0		0
Taper Length (ft)	25		100		25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95
Frt		0.850				0.991	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1583	1770	3539	0	3507	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	1583	1770	3539	0	3507	0
Link Speed (mph)	35			45		45	
Link Distance (ft)	2687			952		2063	
Travel Time (s)	52.3			14.4		31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	80	172	91	545	1	448	27
Shared Lane Traffic (%)							
Lane Group Flow (vph)	80	172	91	545	0	476	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	78	167	88	529	1	435	26
Future Vol, veh/h	78	167	88	529	1	435	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	345	-	-	-	-
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	80	172	91	545	1	448	27

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	919	238	475	0	545	-	0
Stage 1	464	-	-	-	-	-	-
Stage 2	455	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	270	763	1083	-	648	-	-
Stage 1	599	-	-	-	-	-	-
Stage 2	606	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	247	763	1083	-	648	-	-
Mov Cap-2 Maneuver	375	-	-	-	-	-	-
Stage 1	549	-	-	-	-	-	-
Stage 2	605	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	1.2	0
HCM LOS	B		

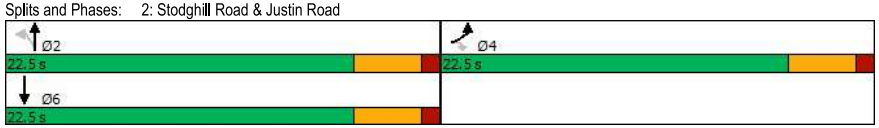
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1083	-	375	763	-	-
HCM Lane V/C Ratio	0.084	-	0.214	0.226	-	-
HCM Control Delay (s)	8.6	-	17.2	11.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	0.9	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	103	268	98	527	468	135
Future Volume (vph)	103	268	98	527	468	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	400			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		150			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.966	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3419	0
Flt Permitted	0.950		0.413			
Satd. Flow (perm)	1770	1583	769	3539	3419	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		221			99	
Link Speed (mph)	30			45	45	
Link Distance (ft)	608			640	952	
Travel Time (s)	13.8			9.7	14.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	107	279	102	549	488	141
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	279	102	549	629	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	7.7	7.7	15.1	15.1	15.1	
Actuated g/C Ratio	0.27	0.27	0.52	0.52	0.52	
v/c Ratio	0.23	0.48	0.25	0.30	0.34	
Control Delay	10.2	6.1	8.3	6.2	5.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.2	6.1	8.3	6.2	5.5	
LOS	B	A	A	A	A	
Approach Delay	7.2			6.5	5.5	
Approach LOS	A			A	A	
Queue Length 50th (ft)	10	6	8	23	23	
Queue Length 95th (ft)	41	46	35	59	60	
Internal Link Dist (ft)	528			560	872	
Turn Bay Length (ft)			400			
Base Capacity (vph)	1141	1099	541	2493	2438	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.25	0.19	0.22	0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 28.8			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 41.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Stodghill Road & Justin Road



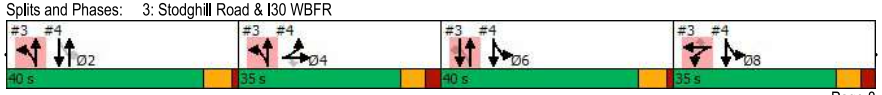
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	174	551	167	553	463	0	0	613	353
Future Volume (vph)	0	0	0	174	551	167	553	463	0	0	613	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	5085	1583
Flt Permitted				0.950			0.257					
Satd. Flow (perm)	0	0	0	1770	3539	1583	479	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						178						177
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		798			781			252			282	
Travel Time (s)		9.9			9.7			3.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	185	586	178	588	493	0	0	652	376
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	185	586	178	588	493	0	0	652	376
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8	6					6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					15.0	15.0
Minimum Split (s)				13.9	13.9	13.9					21.1	21.1
Total Split (s)				35.0	35.0	35.0					40.0	40.0
Total Split (%)				23.3%	23.3%	23.3%					26.7%	26.7%
Maximum Green (s)				28.1	28.1	28.1					33.9	33.9
Yellow Time (s)				4.3	4.3	4.3					5.0	5.0
All-Red Time (s)				2.6	2.6	2.6					1.1	1.1
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.9	6.9	6.9					6.1	6.1
Lead/Lag				Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Act Effct Green (s)				27.6	27.6	27.6	99.3	105.4			32.5	32.5
Actuated g/C Ratio				0.19	0.19	0.19	0.68	0.72			0.22	0.22
v/c Ratio				0.55	0.88	0.40	0.64	0.19			0.58	0.77
Control Delay				61.7	73.1	9.6	6.4	0.3			53.2	39.4
Queue Delay				0.0	0.0	0.0	0.5	0.5			0.0	0.0
Total Delay				61.7	73.1	9.6	6.9	0.9			53.2	39.4
LOS				E	E	A	A	A			D	D
Approach Delay					59.0			4.2			48.2	
Approach LOS					E			A			D	
Queue Length 50th (ft)				166	297	0	139	2			209	190
Queue Length 95th (ft)				252	#396	67	173	2			254	321
Internal Link Dist (ft)		718			701			172			202	
Turn Bay Length (ft)				400		400						250
Base Capacity (vph)				341	682	449	927	2579			1183	504
Starvation Cap Reductn				0	0	0	92	1614			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.54	0.86	0.40	0.70	0.51			0.55	0.75

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 146.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 36.0		Intersection LOS: D	
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

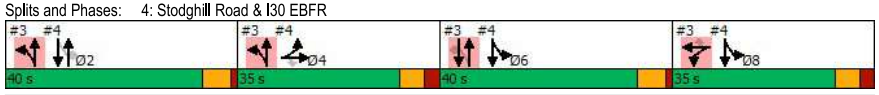
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	364	217	308	0	0	0	0	651	125	367	420	0
Future Volume (vph)	364	217	308	0	0	0	0	651	125	367	420	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950	0.978								0.950		
Satd. Flow (prot)	1610	3316	1583	0	0	0	0	5085	1583	1770	3539	0
Flt Permitted	0.950	0.978								0.248		
Satd. Flow (perm)	1610	3316	1583	0	0	0	0	5085	1583	462	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			318						129			
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		4617			1679			707			252	
Travel Time (s)		57.2			20.8			10.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	375	224	318	0	0	0	0	671	129	378	433	0
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	195	404	318	0	0	0	0	671	129	378	433	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2	2		

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	26.8	26.8	26.8					33.1	33.1	100.1	106.3	
Actuated g/C Ratio	0.18	0.18	0.18					0.23	0.23	0.69	0.73	
v/c Ratio	0.66	0.66	0.58					0.58	0.28	0.41	0.17	
Control Delay	67.8	61.8	9.7					53.1	8.8	3.3	0.1	
Queue Delay	0.0	0.0	0.0					0.1	0.0	0.6	0.5	
Total Delay	67.8	61.8	9.7					53.3	8.8	3.8	0.6	
LOS	E	E	A					D	A	A	A	
Approach Delay		45.0						46.1			2.1	
Approach LOS		D						D			A	
Queue Length 50th (ft)	196	203	0					216	0	59	0	
Queue Length 95th (ft)	295	265	89					262	56	94	0	
Internal Link Dist (ft)		4537			1599			627			172	
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	310	640	561					1183	467	923	2576	
Starvation Cap Reductn	0	0	0					0	0	239	1662	
Spillback Cap Reductn	0	0	0					66	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.63	0.63	0.57					0.60	0.28	0.55	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 146.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 31.6		Intersection LOS: C	
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	1	5	0	34	0	732	7	1	7	692
Future Volume (vph)	0	0	1	5	0	34	0	732	7	1	7	692
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0		100	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.882			0.999				
Flt Protected					0.994						0.950	
Satd. Flow (prot)	0	1611	0	0	1633	0	1863	3536	0	0	1770	3539
Flt Permitted					0.994						0.950	
Satd. Flow (perm)	0	1611	0	0	1633	0	1863	3536	0	0	1770	3539
Link Speed (mph)		30			35			45				45
Link Distance (ft)		618			749			1727				706
Travel Time (s)		14.0			14.6			26.2				10.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1	5	0	35	0	763	7	1	7	721
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	40	0	0	770	0	0	8	723
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		0			0			30				15
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	5	0	34	0	732	7	1	7	692	2
Future Vol, veh/h	0	0	1	5	0	34	0	732	7	1	7	692	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	5	0	35	0	763	7	1	7	721	2

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1120	1508	362	1144	1506	385	723	0	0	770	770	0	0
Stage 1	738	738	-	767	767	-	-	-	-	-	-	-	-
Stage 2	382	770	-	377	739	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	161	120	635	155	120	613	875	-	-	466	840	-	-
Stage 1	376	422	-	361	410	-	-	-	-	-	-	-	-
Stage 2	612	408	-	616	422	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	151	119	635	153	119	613	875	-	-	754	754	-	-
Mov Cap-2 Maneuver	271	241	-	270	243	-	-	-	-	-	-	-	-
Stage 1	376	417	-	361	410	-	-	-	-	-	-	-	-
Stage 2	577	408	-	608	417	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	12.4	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	875	-	-	635	527	754	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.077	0.011	-	-
HCM Control Delay (s)	0	-	-	10.7	12.4	9.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	3	0	8	10	2	2	1	2	733	4	1	19
Future Volume (vph)	3	0	8	10	2	2	1	2	733	4	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0		200
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				50				50
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.891			0.979				0.999			
Flt Protected		0.987			0.966			0.950				0.950
Satd. Flow (prot)	0	3112	0	0	3347	0	0	1770	3536	0	0	1770
Flt Permitted		0.987			0.966			0.950				0.950
Satd. Flow (perm)	0	3112	0	0	3347	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		607			549				1499			
Travel Time (s)		13.8			12.5				22.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	0	8	10	2	2	1	2	764	4	1	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	14	0	0	3	768	0	0	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		15			15				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	667	10
Future Volume (vph)	667	10
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	3532	0
Flt Permitted		
Satd. Flow (perm)	3532	0
Link Speed (mph)	45	
Link Distance (ft)	1727	
Travel Time (s)	26.2	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	695	10
Shared Lane Traffic (%)		
Lane Group Flow (vph)	705	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	0	8	10	2	2	1	2	733	4	1	19	667	10
Future Vol, veh/h	3	0	8	10	2	2	1	2	733	4	1	19	667	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	8	10	2	2	1	2	764	4	1	20	695	10

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1131	1516	353	1162	1519	384	705	705	0	0	768	768	0	0
Stage 1	742	742	-	772	772	-	-	-	-	-	-	-	-	-
Stage 2	389	774	-	390	747	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	158	118	643	150	118	614	513	889	-	-	467	842	-	-
Stage 1	374	420	-	358	407	-	-	-	-	-	-	-	-	-
Stage 2	606	406	-	606	418	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	153	114	643	145	114	614	711	711	-	-	809	809	-	-
Mov Cap-2 Maneuver	272	232	-	262	237	-	-	-	-	-	-	-	-	-
Stage 1	373	409	-	357	405	-	-	-	-	-	-	-	-	-
Stage 2	598	404	-	583	407	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	18.3	0	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	711	-	-	272	643	260	401	809	-	-
HCM Lane V/C Ratio	0.004	-	-	0.011	0.013	0.044	0.008	0.026	-	-
HCM Control Delay (s)	10.1	-	-	18.4	10.7	19.5	14	9.6	-	-
HCM Lane LOS	B	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0	0.1	-	-

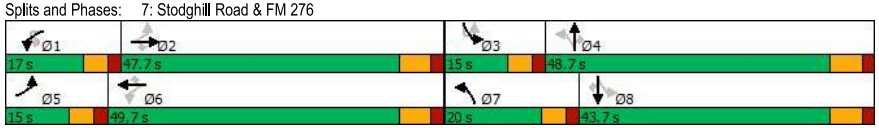
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	125	445	77	22	67	614	344	80	259	51	8	329
Future Volume (vph)	125	445	77	22	67	614	344	80	259	51	8	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	420		0		320		320	340		340		150
Storage Lanes	1		1		1		1	1		1		1
Taper Length (ft)	50				50			100				50
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0	1770
Flt Permitted	0.287				0.409			0.460				0.569
Satd. Flow (perm)	535	3539	1583	0	762	3539	1583	857	3539	1583	0	1060
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			127				358			127		
Link Speed (mph)		50				50			45			
Link Distance (ft)		997				1087			787			
Travel Time (s)		13.6				14.8			11.9			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	130	464	80	23	70	640	358	83	270	53	8	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	464	80	0	93	640	358	83	270	53	0	351
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		15				15			15			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt
Protected Phases	5	2			1	6		7	4			3
Permitted Phases	2		2	1	6		6	4		4	3	8

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	275	102
Future Volume (vph)	275	102
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		127
Link Speed (mph)	45	
Link Distance (ft)	1499	
Travel Time (s)	22.7	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	286	106
Shared Lane Traffic (%)		
Lane Group Flow (vph)	286	106
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	15	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Detector Phase	5	2	2	1	1	6	6	7	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6	10.6
Total Split (s)	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0	15.0
Total Split (%)	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%	11.7%
Maximum Green (s)	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4	9.4
Yellow Time (s)	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7		5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max	Max	None	Max	Max	None	None
Walk Time (s)		11.0	11.0			10.0	10.0		11.0	11.0		
Flash Dont Walk (s)		30.0	30.0			33.0	33.0		31.0	31.0		
Pedestrian Calls (#/hr)		0	0			0	0		0	0		
Act Effct Green (s)	53.1	42.9	42.9		53.3	43.0	43.0	52.1	42.0	42.0		53.0
Actuated g/C Ratio	0.41	0.33	0.33		0.42	0.34	0.34	0.41	0.33	0.33		0.41
v/c Ratio	0.42	0.39	0.13		0.24	0.54	0.47	0.20	0.23	0.09		0.72
Control Delay	24.9	34.1	1.5		21.6	36.6	5.2	21.6	32.1	0.3		37.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	24.9	34.1	1.5		21.6	36.6	5.2	21.6	32.1	0.3		37.5
LOS	C	C	A		C	D	A	C	C	A		D
Approach Delay		28.5				25.0			25.8			
Approach LOS		C				C			C			
Queue Length 50th (ft)	62	154	0		43	226	0	39	85	0		196
Queue Length 95th (ft)	102	209	9		77	287	68	71	122	0		280
Internal Link Dist (ft)		917				1007			707			
Turn Bay Length (ft)	420				320		320	340		340		150
Base Capacity (vph)	313	1185	614		419	1188	769	487	1160	604		490
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0		0
Reduced v/c Ratio	0.42	0.39	0.13		0.22	0.54	0.47	0.17	0.23	0.09		0.72

Intersection Summary			
Area Type:	Other		
Cycle Length: 128.4			
Actuated Cycle Length: 128.1			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 27.9		Intersection LOS: C	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	SBT	SBR
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	43.7	43.7
Total Split (s)	43.7	43.7
Total Split (%)	34.0%	34.0%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.7	4.7
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	8.0	8.0
Flash Dont Walk (s)	29.0	29.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	42.5	42.5
Actuated g/C Ratio	0.33	0.33
v/c Ratio	0.46	0.17
Control Delay	37.4	4.0
Queue Delay	0.0	0.0
Total Delay	37.4	4.0
LOS	D	A
Approach Delay	32.7	
Approach LOS	C	
Queue Length 50th (ft)	187	0
Queue Length 95th (ft)	283	29
Internal Link Dist (ft)	1419	
Turn Bay Length (ft)		
Base Capacity (vph)	617	609
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.46	0.17

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2648	99	0	81
Future Volume (vph)	0	0	2648	99	0	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	2910	109	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2910	109	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.9%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2648	99	0	81
Future Vol, veh/h	0	0	2648	99	0	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2910	109	0	89

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1455
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	119
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	119
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	94.3
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	119
HCM Lane V/C Ratio	-	-	0.748
HCM Control Delay (s)	-	-	94.3
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	4.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	302	594	282	326	757	0	0	706	379
Future Volume (vph)	0	0	0	302	594	282	326	757	0	0	706	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.983		0.950	0.996				
Satd. Flow (prot)	0	0	0	0	3479	1583	1522	4787	0	0	6408	1583
Flt Permitted					0.983		0.950	0.848				
Satd. Flow (perm)	0	0	0	0	3479	1583	1522	4075	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						244						285
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	318	625	297	343	797	0	0	743	399
Shared Lane Traffic (%)							20%					
Lane Group Flow (vph)	0	0	0	0	943	297	274	866	0	0	743	399
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				40.0	40.0	40.0					30.0	30.0
Total Split (%)				28.6%	28.6%	28.6%					21.4%	21.4%
Maximum Green (s)				33.7	33.7	33.7					24.6	24.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					33.7	33.7	64.6	89.2			24.6	24.6
Actuated g/C Ratio					0.24	0.24	0.46	0.64			0.18	0.18
v/c Ratio					1.13	0.52	0.39	0.33			0.66	0.78
Control Delay					119.8	13.2	4.1	0.6			57.0	27.2
Queue Delay					0.0	0.0	1.7	0.2			0.0	0.0
Total Delay					119.8	13.2	5.8	0.8			57.0	27.2
LOS					F	B	A	A			E	C
Approach Delay					94.3			2.0			46.6	
Approach LOS					F			A			D	
Queue Length 50th (ft)					~521	38	8	2			185	100
Queue Length 95th (ft)					#656	129	m26	2			223	233
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					837	566	702	2608			1125	513
Starvation Cap Reductn					0	0	273	876			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					1.13	0.52	0.64	0.50			0.66	0.78

Intersection Summary

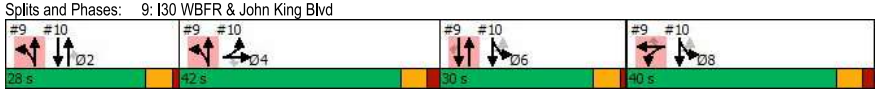
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 49.0 Intersection LOS: D
Intersection Capacity Utilization 58.4% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	28.0	42.0
Total Split (%)	20%	30%
Maximum Green (s)	22.6	35.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	441	272	364	0	0	0	0	631	219	1	262	736
Future Volume (vph)	441	272	364	0	0	0	0	631	219	1	262	736
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150		0	
Storage Lanes	0		1	0		0	0		1		2	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.95	0.97	0.95
Frt			0.850						0.850			
Flt Protected		0.970									0.950	
Satd. Flow (prot)	0	3433	1583	0	0	0	0	6408	1583	0	3433	3539
Flt Permitted		0.970									0.376	
Satd. Flow (perm)	0	3433	1583	0	0	0	0	6408	1583	0	1359	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			240						228			
Link Speed (mph)		55			30			45				30
Link Distance (ft)		1172			4617			935				266
Travel Time (s)		14.5			104.9			14.2				6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	459	283	379	0	0	0	0	657	228	1	273	767
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	742	379	0	0	0	0	657	228	0	274	767
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	Prot	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8		

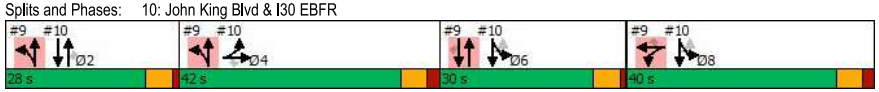
Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	42.0	42.0	42.0					28.0	28.0			
Total Split (%)	30.0%	30.0%	30.0%					20.0%	20.0%			
Maximum Green (s)	35.7	35.7	35.7					22.6	22.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		35.7	35.7					22.6	22.6		64.6	92.6
Actuated g/C Ratio		0.26	0.26					0.16	0.16		0.46	0.66
v/c Ratio		1.02dl	0.65					0.64	0.51		0.44	0.33
Control Delay		59.9	22.3					58.0	10.5		5.7	1.9
Queue Delay		0.0	0.0					0.0	0.0		1.6	1.8
Total Delay		59.9	22.3					58.0	10.5		7.4	3.7
LOS		E	C					E	B		A	A
Approach Delay		47.2						45.8				4.7
Approach LOS		D						D				A
Queue Length 50th (ft)		340	112					164	0		12	53
Queue Length 95th (ft)		420	229					200	76		m15	m30
Internal Link Dist (ft)		1092			4537			855				186
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		875	582					1034	446		627	2340
Starvation Cap Reductn		0	0					0	0		204	1361
Spillback Cap Reductn		0	0					0	0		0	0
Storage Cap Reductn		0	0					0	0		0	0
Reduced v/c Ratio		0.85	0.65					0.64	0.51		0.65	0.78

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 32.2		Intersection LOS: C	
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		10.0	7.0
Minimum Split (s)		22.5	47.3
Total Split (s)		30.0	40.0
Total Split (%)		21%	29%
Maximum Green (s)		24.6	33.7
Yellow Time (s)		4.3	4.3
All-Red Time (s)		1.1	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	36.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	65	92	209	29	35	62	1	107	885	37	135	791
Future Volume (vph)	65	92	209	29	35	62	1	107	885	37	135	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		200	100	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95
Frt		0.914			0.926					0.850		
Flt Protected		0.991			0.989			0.950			0.950	
Satd. Flow (prot)	0	3206	0	0	3241	0	0	1770	3539	1583	1770	3539
Flt Permitted		0.870			0.809			0.258			0.218	
Satd. Flow (perm)	0	2814	0	0	2651	0	0	481	3539	1583	406	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		222			66					73		
Link Speed (mph)		35			35				45			45
Link Distance (ft)		972			2394				3337			865
Travel Time (s)		18.9			46.6				50.6			13.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	69	98	222	31	37	66	1	114	941	39	144	841
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	134	0	0	115	941	39	144	841
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			30
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2		1	1	2	1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	35
Future Volume (vph)	35
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	37
Shared Lane Traffic (%)	
Lane Group Flow (vph)	37
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4		8	8		5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	13.0	50.0	50.0	12.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	14.4%	55.6%	55.6%	13.3%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	8.5	45.5	45.5	7.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0				7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0				11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0				0	0		0
Act Effct Green (s)		9.3			9.3			26.7	21.3	21.3	26.3	21.1
Actuated g/C Ratio		0.19			0.19			0.54	0.43	0.43	0.54	0.43
v/c Ratio		0.54			0.24			0.25	0.61	0.05	0.34	0.55
Control Delay		12.3			12.7			5.5	13.6	1.3	6.7	13.0
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		12.3			12.7			5.5	13.6	1.3	6.7	13.0
LOS		B			B			A	B	A	A	B
Approach Delay		12.3			12.7				12.3			11.7
Approach LOS		B			B				B			B
Queue Length 50th (ft)		23			8			10	110	0	13	94
Queue Length 95th (ft)		65			32			31	193	7	38	173
Internal Link Dist (ft)		892			2314				3257			785
Turn Bay Length (ft)								200		200	100	
Base Capacity (vph)		1576			1417			514	3116	1402	448	3077
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.25			0.09			0.22	0.30	0.03	0.32	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 49			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road

Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	49.0
Total Split (%)	54.4%
Maximum Green (s)	44.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	21.1
Actuated g/C Ratio	0.43
v/c Ratio	0.05
Control Delay	1.2
Queue Delay	0.0
Total Delay	1.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	6
Internal Link Dist (ft)	
Turn Bay Length (ft)	100
Base Capacity (vph)	1386
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.03

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1821	366	0	121
Future Volume (vph)	0	0	1821	366	0	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1979	398	0	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1979	398	0	132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Vol, veh/h	0	0	1821	366	0	121
Future Vol, veh/h	0	0	1821	366	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1979	398	0	132

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	990
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	245
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	245
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	35.5
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	245
HCM Lane V/C Ratio	-	-	0.537
HCM Control Delay (s)	-	-	35.5
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	2.9

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Volume (vph)	0	0	1587	355	0	223
Future Volume (vph)	0	0	1587	355	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1725	386	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1725	386	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Vol, veh/h	0	0	1587	355	0	223
Future Vol, veh/h	0	0	1587	355	0	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1725	386	0	242

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	863
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	298
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	298
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	53.7
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	298
HCM Lane V/C Ratio	-	-	0.813
HCM Control Delay (s)	-	-	53.7
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	6.7

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Volume (vph)	0	0	1612	200	0	149
Future Volume (vph)	0	0	1612	200	0	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1752	217	0	162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1752	217	0	162
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1612	200	0	149
Future Vol, veh/h	0	0	1612	200	0	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1752	217	0	162

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	876
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	292
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	292
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	31.7
HCM LOS		D

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	292
HCM Lane V/C Ratio	-	-	0.555
HCM Control Delay (s)	-	-	31.7
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	3.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	280	0	628	684	44
Future Volume (vph)	0	280	0	628	684	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.991	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3507	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3507	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	304	0	683	743	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	304	0	683	791	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	280	0	628	684	44
Future Vol, veh/h	0	280	0	628	684	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	304	0	683	743	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	396	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	603	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	603	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	603	-	-
HCM Lane V/C Ratio	-	0.505	-	-
HCM Control Delay (s)	-	16.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	2.8	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	26	0	133	17	0	223
Future Volume (vph)	26	0	133	17	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	0	145	18	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	145	18	242	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	0	133	17	0	223
Future Vol, veh/h	26	0	133	17	0	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	0	145	18	0	242

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	28	0	327	14
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1584	-	642	1062
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1584	-	583	1062
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1062	-	-	1584	-
HCM Lane V/C Ratio	0.228	-	-	0.091	-
HCM Control Delay (s)	9.4	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	249	0	87	149	0	121
Future Volume (vph)	249	0	87	149	0	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	271	0	95	162	0	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	271	0	95	162	132	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	249	0	87	149	0	121
Future Vol, veh/h	249	0	87	149	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	271	0	95	162	0	132

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	271	0	542	136
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	271	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1289	-	470	888
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1289	-	435	888
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	695	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	888	-	-	1289	-
HCM Lane V/C Ratio	0.148	-	-	0.073	-
HCM Control Delay (s)	9.8	-	-	8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	29	44	39	51	5
Future Volume (vph)	20	29	44	39	51	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920				0.989	
Flt Protected	0.980			0.974		
Satd. Flow (prot)	1679	0	0	1814	1842	0
Flt Permitted	0.980			0.974		
Satd. Flow (perm)	1679	0	0	1814	1842	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	32	48	42	55	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	0	90	60	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	29	44	39	51	5
Future Vol, veh/h	20	29	44	39	51	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	32	48	42	55	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	196	58	60	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	793	1008	1544	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	768	1008	1544	-	-	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	3.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1544	-	894	-	-
HCM Lane V/C Ratio	0.031	-	0.06	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	5	30	10	5	11
Future Volume (vph)	19	5	30	10	5	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974		0.966			
Flt Protected	0.961					0.986
Satd. Flow (prot)	1744	0	1799	0	0	1837
Flt Permitted	0.961					0.986
Satd. Flow (perm)	1744	0	1799	0	0	1837
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	5	33	11	5	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	44	0	0	17
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	5	30	10	5	11
Future Vol, veh/h	19	5	30	10	5	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	5	33	11	5	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	61	39	0	0	44	0
Stage 1	39	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	945	1033	-	-	1564	-
Stage 1	983	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	942	1033	-	-	1564	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	2.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1564	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	83	16	0	81
Future Volume (vph)	0	0	83	16	0	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979			
Flt Protected						
Satd. Flow (prot)	0	0	1824	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1824	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	90	17	0	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	107	0	0	88
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	8.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	36	0	39	20	0	21
Future Volume (vph)	36	0	39	20	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.954			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1777	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1777	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	0	42	22	0	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	64	0	0	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	0	39	20	0	21
Future Vol, veh/h	36	0	39	20	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	0	42	22	0	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	76	53	0	0	64	0
Stage 1	53	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	927	1014	-	-	1538	-
Stage 1	970	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	927	1014	-	-	1538	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	927	1538	-
HCM Lane V/C Ratio	-	-	0.042	-	-
HCM Control Delay (s)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	153	308	124	984	622	35
Future Volume (vph)	153	308	124	984	622	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.992	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3511	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3511	0
Link Speed (mph)	35			45	45	
Link Distance (ft)	2687			952	2063	
Travel Time (s)	52.3			14.4	31.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	168	338	136	1081	684	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	338	136	1081	722	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	153	308	124	984	622	35
Future Vol, veh/h	153	308	124	984	622	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	345	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	338	136	1081	684	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1516	361	722	0	-	0
Stage 1	703	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 110	636	876	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 93	636	876	-	-	-
Mov Cap-2 Maneuver	220	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	396	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.3	1.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	876	-	220	636	-	-
HCM Lane V/C Ratio	0.156	-	0.764	0.532	-	-
HCM Control Delay (s)	9.9	-	60.2	16.9	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	5.3	3.1	-	-

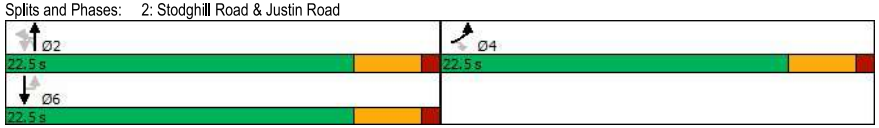
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	82	219	4	78	1025	3	832	98
Future Volume (vph)	82	219	4	78	1025	3	832	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400		0		0
Storage Lanes	1	1		1		0		0
Taper Length (ft)	25			150		25		
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt		0.850					0.984	
Flt Protected	0.950			0.950				
Satd. Flow (prot)	1770	1583	0	1770	3539	0	3483	0
Flt Permitted	0.950			0.253			0.952	
Satd. Flow (perm)	1770	1583	0	471	3539	0	3315	0
Right Turn on Red		Yes						Yes
Satd. Flow (RTOR)		56					33	
Link Speed (mph)	30				45		45	
Link Distance (ft)	608				640		952	
Travel Time (s)	13.8				9.7		14.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	87	233	4	83	1090	3	885	104
Shared Lane Traffic (%)								
Lane Group Flow (vph)	87	233	0	87	1090	0	992	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	R NA	Left	Right
Median Width(ft)	24				12		12	
Link Offset(ft)	0				0		0	
Crosswalk Width(ft)	16				16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15		9		9
Number of Detectors	1	1	1	1	2	1	2	
Detector Template	Left	Right	Left	Left	Thru	Left	Thru	
Leading Detector (ft)	20	20	20	20	100	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	20	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					94		94	
Detector 2 Size(ft)					6		6	
Detector 2 Type					Cl+Ex		Cl+Ex	
Detector 2 Channel								
Detector 2 Extend (s)					0.0		0.0	
Turn Type	Prot	Perm	Perm	Perm	NA	Perm	NA	
Protected Phases	4				2		6	
Permitted Phases		4	2	2		6		

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Detector Phase	4	4	2	2	2	6	6	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	
Act Effct Green (s)	9.4	9.4		20.8	20.8		20.8	
Actuated g/C Ratio	0.26	0.26		0.58	0.58		0.58	
v/c Ratio	0.19	0.51		0.32	0.53		0.51	
Control Delay	11.1	12.7		11.6	8.2		7.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	
Total Delay	11.1	12.7		11.6	8.2		7.9	
LOS	B	B		B	A		A	
Approach Delay	12.3				8.5		7.9	
Approach LOS	B				A		A	
Queue Length 50th (ft)	13	29		9	71		61	
Queue Length 95th (ft)	34	69		#45	153		135	
Internal Link Dist (ft)	528				560		872	
Turn Bay Length (ft)				400				
Base Capacity (vph)	907	839		275	2071		1953	
Starvation Cap Reductn	0	0		0	0		0	
Spillback Cap Reductn	0	0		0	0		0	
Storage Cap Reductn	0	0		0	0		0	
Reduced v/c Ratio	0.10	0.28		0.32	0.53		0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 35.7			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 8.7		Intersection LOS: A	
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Stodghill Road & Justin Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	251	399	183	1	629	884	0	0	775
Future Volume (vph)	0	0	0	251	399	183	1	629	884	0	0	775
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400		0		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	25			150				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.91
Frt						0.850						
Flt Protected				0.950				0.950				
Satd. Flow (prot)	0	0	0	1770	3539	1583	0	1770	3539	0	0	5085
Flt Permitted				0.950				0.175				
Satd. Flow (perm)	0	0	0	1770	3539	1583	0	326	3539	0	0	5085
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)						189						
Link Speed (mph)		55			55				45			45
Link Distance (ft)		798			781				252			282
Travel Time (s)		9.9			9.7				3.8			4.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	259	411	189	1	648	911	0	0	799
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	259	411	189	0	649	911	0	0	799
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				1	2	1	1	1	2			2
Detector Template				Left	Thru	Right	Left	Left	Thru			Thru
Leading Detector (ft)				20	100	20	20	20	100			100
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				20	6	20	20	20	6			6
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)					94				94			94
Detector 2 Size(ft)					6				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type				Split	NA	Perm	custom	D.P+P	NA			NA
Protected Phases				8	8			2 4	2 4 6			6
Permitted Phases						8	2 4	6				

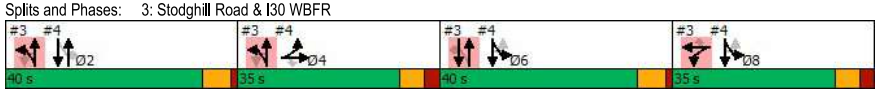
Lane Group	SBR	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)	498		
Future Volume (vph)	498		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	250		
Storage Lanes	1		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt	0.850		
Flt Protected			
Satd. Flow (prot)	1583		
Flt Permitted			
Satd. Flow (perm)	1583		
Right Turn on Red	Yes		
Satd. Flow (RTOR)	156		
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.97		
Adj. Flow (vph)	513		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	513		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors	1		
Detector Template	Right		
Leading Detector (ft)	20		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	20		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type	Perm		
Protected Phases		2	4
Permitted Phases	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase				8	8	8	2 4	2 4	2 4 6			6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0						15.0
Minimum Split (s)				13.9	13.9	13.9						21.1
Total Split (s)				35.0	35.0	35.0						40.0
Total Split (%)				23.3%	23.3%	23.3%						26.7%
Maximum Green (s)				28.1	28.1	28.1						33.9
Yellow Time (s)				4.3	4.3	4.3						5.0
All-Red Time (s)				2.6	2.6	2.6						1.1
Lost Time Adjust (s)				0.0	0.0	0.0						0.0
Total Lost Time (s)				6.9	6.9	6.9						6.1
Lead/Lag				Lag	Lag	Lag						Lead
Lead-Lag Optimize?				Yes	Yes	Yes						Yes
Vehicle Extension (s)				3.0	3.0	3.0						3.0
Recall Mode				None	None	None						None
Act Effct Green (s)				27.3	27.3	27.3		102.8	108.9			33.9
Actuated g/C Ratio				0.18	0.18	0.18		0.69	0.73			0.23
v/c Ratio				0.80	0.64	0.43		0.73	0.35			0.69
Control Delay				77.1	61.3	9.7		2.1	0.0			56.7
Queue Delay				0.0	0.0	0.0		5.9	3.1			0.0
Total Delay				77.1	61.3	9.7		8.0	3.1			56.7
LOS				E	E	A		A	A			E
Approach Delay					54.7				5.1			72.9
Approach LOS					D				A			E
Queue Length 50th (ft)				244	196	0		32	0			265
Queue Length 95th (ft)				#374	256	69		m7	m0			316
Internal Link Dist (ft)		718			701				172			202
Turn Bay Length (ft)				400		400						
Base Capacity (vph)				333	666	451		891	2582			1155
Starvation Cap Reductn				0	0	0		187	1532			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.78	0.62	0.42		0.92	0.87			0.69

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 149.2			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 40.4		Intersection LOS: D	
Intersection Capacity Utilization 107.6%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	SBR	Ø2	Ø4
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	15.0	15.0	7.0
Minimum Split (s)	21.1	21.1	13.9
Total Split (s)	40.0	40.0	35.0
Total Split (%)	26.7%	27%	23%
Maximum Green (s)	33.9	33.9	28.1
Yellow Time (s)	5.0	5.0	4.3
All-Red Time (s)	1.1	1.1	2.6
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.1		
Lead/Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Act Effct Green (s)	33.9		
Actuated g/C Ratio	0.23		
v/c Ratio	1.07		
Control Delay	98.2		
Queue Delay	0.0		
Total Delay	98.2		
LOS	F		
Approach Delay			
Approach LOS			
Queue Length 50th (ft)	~430		
Queue Length 95th (ft)	#663		
Internal Link Dist (ft)			
Turn Bay Length (ft)	250		
Base Capacity (vph)	480		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	1.07		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	627	461	417	0	0	0	0	911	351	1	427	579
Future Volume (vph)	627	461	417	0	0	0	0	911	351	1	427	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200		0	
Storage Lanes	1		1	0		0	0		1		1	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.95	1.00	0.95
Frt			0.850						0.850			
Flt Protected	0.950	0.982									0.950	
Satd. Flow (prot)	1610	3329	1583	0	0	0	0	5085	1583	0	1770	3539
Flt Permitted	0.950	0.982									0.118	
Satd. Flow (perm)	1610	3329	1583	0	0	0	0	5085	1583	0	220	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			351						224			
Link Speed (mph)		55			55			45				45
Link Distance (ft)		4617			1679			707				252
Travel Time (s)		57.2			20.8			10.7				3.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	689	507	458	0	0	0	0	1001	386	1	469	636
Shared Lane Traffic (%)	43%											
Lane Group Flow (vph)	393	803	458	0	0	0	0	1001	386	0	470	636
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			15				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	D.P+P	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8	2	

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.91		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			

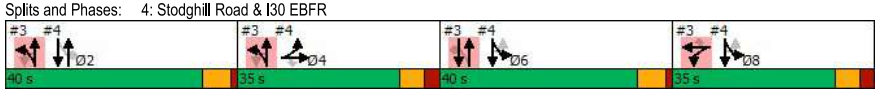
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.1	28.1	28.1					33.9	33.9		102.0	108.1
Actuated g/C Ratio	0.19	0.19	0.19					0.23	0.23		0.68	0.72
v/c Ratio	1.30	1.28	0.79					0.87	0.72		0.55	0.25
Control Delay	203.0	186.1	24.5					64.6	30.6		4.2	0.4
Queue Delay	0.0	0.0	0.0					0.0	0.0		1.8	1.0
Total Delay	203.0	186.1	24.5					64.6	30.6		6.0	1.4
LOS	F	F	C					E	C		A	A
Approach Delay		145.3						55.1				3.3
Approach LOS		F						E				A
Queue Length 50th (ft)	~539	~547	101					349	152		59	3
Queue Length 95th (ft)	#773	#686	248					406	281		89	4
Internal Link Dist (ft)		4537			1599			627				172
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	303	626	582					1155	533		867	2553
Starvation Cap Reductn	0	0	0					0	0		240	1577
Spillback Cap Reductn	0	1	0					0	0		0	0
Storage Cap Reductn	0	0	0					0	0		0	0
Reduced v/c Ratio	1.30	1.28	0.79					0.87	0.72		0.75	0.65

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 149.2			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 77.3		Intersection LOS: E	
Intersection Capacity Utilization 107.6%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		15.0	7.0
Minimum Split (s)		21.1	13.9
Total Split (s)		40.0	35.0
Total Split (%)		27%	23%
Maximum Green (s)		33.9	28.1
Yellow Time (s)		5.0	4.3
All-Red Time (s)		1.1	2.6
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?		Yes	Yes
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	0	0	28	0	148	1	0	1112	13	48	958
Future Volume (vph)	3	0	0	28	0	148	1	0	1112	13	48	958
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		200		0	100	
Storage Lanes	0		0	0		0		1		0	1	
Taper Length (ft)	25			25				25			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt					0.887				0.998			
Flt Protected		0.950			0.992			0.950			0.950	
Satd. Flow (prot)	0	1770	0	0	1639	0	0	1770	3532	0	1770	3539
Flt Permitted		0.950			0.992			0.950			0.950	
Satd. Flow (perm)	0	1770	0	0	1639	0	0	1770	3532	0	1770	3539
Link Speed (mph)		30			35				45			45
Link Distance (ft)		618			749				1727			706
Travel Time (s)		14.0			14.6				26.2			10.7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	3	0	0	31	0	163	1	0	1222	14	53	1053
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	194	0	0	1	1236	0	53	1053
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			15
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	9	60		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.91
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	3	0	0	28	0	148	1	0	1112	13	48	958	0
Future Vol, veh/h	3	0	0	28	0	148	1	0	1112	13	48	958	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	0	31	0	163	1	0	1222	14	53	1053	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1772	2397	527	1864	2390	618	1053	1053	0	0	1236	0	0
Stage 1	1159	1159	-	1231	1231	-	-	-	-	-	-	-	-
Stage 2	613	1238	-	633	1159	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	53	33	496	45	33	432	307	657	-	-	559	-	0
Stage 1	208	268	-	188	248	-	-	-	-	-	-	-	0
Stage 2	446	246	-	434	268	-	-	-	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	31	30	496	42	30	432	307	307	-	-	559	-	-
Mov Cap-2 Maneuver	112	111	-	132	125	-	-	-	-	-	-	-	-
Stage 1	207	243	-	187	247	-	-	-	-	-	-	-	-
Stage 2	277	245	-	393	243	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.1	32.6	0	0.6
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	307	-	-	112	317	559	-
HCM Lane V/C Ratio	0.004	-	-	0.029	0.61	0.094	-
HCM Control Delay (s)	16.8	-	-	38.1	32.6	12.1	-
HCM Lane LOS	C	-	-	E	D	B	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.8	0.3	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	1	63	32	7	65	20	903	14	31	916	47
Future Volume (vph)	132	1	63	32	7	65	20	903	14	31	916	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.952			0.907			0.998			0.993	
Flt Protected		0.967			0.985		0.950			0.950		
Satd. Flow (prot)	0	3258	0	0	3162	0	1770	3532	0	1770	3514	0
Flt Permitted		0.967			0.985		0.950			0.950		
Satd. Flow (perm)	0	3258	0	0	3162	0	1770	3532	0	1770	3514	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		607			549			1499			1727	
Travel Time (s)		13.8			12.5			22.7			26.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	147	1	70	36	8	72	22	1003	16	34	1018	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	0	0	116	0	22	1019	0	34	1070	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	132	1	63	32	7	65	20	903	14	31	916	47
Future Vol, veh/h	132	1	63	32	7	65	20	903	14	31	916	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	147	1	70	36	8	72	22	1003	16	34	1018	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1662	2175	535	1633	2193	510	1070	0	0	1019	0	0
Stage 1	1112	1112	-	1055	1055	-	-	-	-	-	-	-
Stage 2	550	1063	-	578	1138	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 64	46	490	67	45	509	647	-	-	677	-	-
Stage 1	223	282	-	241	301	-	-	-	-	-	-	-
Stage 2	487	298	-	468	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 49	42	490	53	41	509	647	-	-	677	-	-
Mov Cap-2 Maneuver	~ 143	138	-	152	138	-	-	-	-	-	-	-
Stage 1	215	268	-	233	291	-	-	-	-	-	-	-
Stage 2	393	288	-	379	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	102.5	22.4	0.2	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	647	-	-	143	480	150	448	677	-	-
HCM Lane V/C Ratio	0.034	-	-	1.03	0.147	0.263	0.17	0.051	-	-
HCM Control Delay (s)	10.8	-	-	145	13.8	37.4	14.7	10.6	-	-
HCM Lane LOS	B	-	-	F	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	7.7	0.5	1	0.6	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	140	833	185	17	118	603	416	117	399	106	11
Future Volume (vph)	1	140	833	185	17	118	603	416	117	399	106	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		420		0		320		320	340		340	
Storage Lanes		1		1		1		1	1		1	
Taper Length (ft)		50				50			100			
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0
Flt Permitted		0.302				0.145			0.231			
Satd. Flow (perm)	0	563	3539	1583	0	270	3539	1583	430	3539	1583	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				191				368			127	
Link Speed (mph)			50				50			45		
Link Distance (ft)			997				1087			787		
Travel Time (s)			13.6				14.8			11.9		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	146	868	193	18	123	628	433	122	416	110	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	868	193	0	141	628	433	122	416	110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA
Median Width(ft)			15				15			15		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	9
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom
Protected Phases		5	2			1	6		7	4		
Permitted Phases	5	2		2	1	6		6	4		4	3

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	475	422	97
Future Volume (vph)	475	422	97
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	150		0
Storage Lanes	1		1
Taper Length (ft)	50		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1770	1863	1583
Flt Permitted	0.459		
Satd. Flow (perm)	855	1863	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			127
Link Speed (mph)		45	
Link Distance (ft)		1499	
Travel Time (s)		22.7	
Peak Hour Factor	0.96	0.96	0.96
Adj. Flow (vph)	495	440	101
Shared Lane Traffic (%)			
Lane Group Flow (vph)	506	440	101
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		15	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	Perm
Protected Phases	3	8	
Permitted Phases	8		8

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Detector Phase	5	5	2	2	1	1	6	6	7	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6
Total Split (s)	15.0	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0
Total Split (%)	11.7%	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%
Maximum Green (s)	9.4	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4
Yellow Time (s)	3.6	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	None	None	Max	Max	None	Max	Max	None
Walk Time (s)			11.0	11.0			10.0	10.0		11.0	11.0	
Flash Dont Walk (s)			30.0	30.0			33.0	33.0		31.0	31.0	
Pedestrian Calls (#/hr)			0	0			0	0		0	0	
Act Effct Green (s)		52.0	41.8	41.8		54.5	43.0	43.0	53.9	42.0	42.0	
Actuated g/C Ratio		0.41	0.33	0.33		0.43	0.34	0.34	0.42	0.33	0.33	
v/c Ratio		0.47	0.75	0.30		0.60	0.53	0.56	0.42	0.36	0.18	
Control Delay		26.1	43.8	5.7		31.5	36.4	8.9	25.3	34.0	4.3	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		26.1	43.8	5.7		31.5	36.4	8.9	25.3	34.0	4.3	
LOS		C	D	A		C	D	A	C	C	A	
Approach Delay			35.6				25.9			27.3		
Approach LOS			D				C			C		
Queue Length 50th (ft)		71	342	1		67	221	37	59	138	0	
Queue Length 95th (ft)		115	422	55		111	281	133	98	185	31	
Internal Link Dist (ft)			917				1007			707		
Turn Bay Length (ft)		420				320		320	340		340	
Base Capacity (vph)		318	1152	644		250	1187	775	343	1159	604	
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	
Reduced v/c Ratio		0.46	0.75	0.30		0.56	0.53	0.56	0.36	0.36	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 128.4			
Actuated Cycle Length: 128.2			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 47.2		Intersection LOS: D	
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			

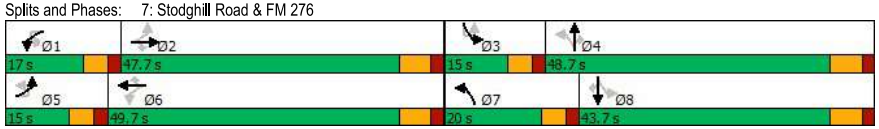
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	SBL	SBT	SBR
Detector Phase	3	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	10.6	43.7	43.7
Total Split (s)	15.0	43.7	43.7
Total Split (%)	11.7%	34.0%	34.0%
Maximum Green (s)	9.4	37.0	37.0
Yellow Time (s)	3.6	4.7	4.7
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.7	6.7
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	Max	Max
Walk Time (s)		8.0	8.0
Flash Dont Walk (s)		29.0	29.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	51.2	40.7	40.7
Actuated g/C Ratio	0.40	0.32	0.32
v/c Ratio	1.24	0.74	0.17
Control Delay	158.5	48.8	3.5
Queue Delay	0.0	0.0	0.0
Total Delay	158.5	48.8	3.5
LOS	F	D	A
Approach Delay		97.4	
Approach LOS		F	
Queue Length 50th (ft)	~429	327	0
Queue Length 95th (ft)	#761	#504	26
Internal Link Dist (ft)		1419	
Turn Bay Length (ft)	150		
Base Capacity (vph)	408	591	588
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.24	0.74	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2715	100	0	56
Future Volume (vph)	0	0	2715	100	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	3157	116	0	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	3157	116	0	65
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 85.2%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑↑	↱		↱
Traffic Vol, veh/h	0	0	2715	100	0	56
Future Vol, veh/h	0	0	2715	100	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	3157	116	0	65

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1579
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	98
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	98
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	95.4
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	98
HCM Lane V/C Ratio	-	-	0.664
HCM Control Delay (s)	-	-	95.4
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	3.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰↑↑	↱	↰	↰↑↑			↑↑↑	↱
Traffic Volume (vph)	0	0	0	282	542	355	528	1115	0	0	917	428
Future Volume (vph)	0	0	0	282	542	355	528	1115	0	0	917	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.983		0.950	0.995				
Satd. Flow (prot)	0	0	0	0	3479	1583	1522	4782	0	0	6408	1583
Flt Permitted					0.983		0.950	0.662				
Satd. Flow (perm)	0	0	0	0	3479	1583	1522	3181	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						162						157
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	307	589	386	574	1212	0	0	997	465
Shared Lane Traffic (%)							25%					
Lane Group Flow (vph)	0	0	0	0	896	386	430	1356	0	0	997	465
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				41.0	41.0	41.0					29.0	29.0
Total Split (%)				29.3%	29.3%	29.3%					20.7%	20.7%
Maximum Green (s)				34.7	34.7	34.7					23.6	23.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					34.7	34.7	64.6	88.2			23.6	23.6
Actuated g/C Ratio					0.25	0.25	0.46	0.63			0.17	0.17
v/c Ratio					1.04	0.75	0.61	0.56			0.92	1.17
Control Delay					92.0	37.9	6.0	1.1			71.4	133.8
Queue Delay					0.0	0.0	15.8	1.4			0.0	0.0
Total Delay					92.0	37.9	21.8	2.5			71.4	133.8
LOS					F	D	C	A			E	F
Approach Delay					75.7			7.1			91.3	
Approach LOS					E			A			F	
Queue Length 50th (ft)					~462	196	37	6			263	~378
Queue Length 95th (ft)					#596	324	m34	m4			#326	#601
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					862	514	702	2439			1080	397
Starvation Cap Reductn					0	0	258	823			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					1.04	0.75	0.97	0.84			0.92	1.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay: 53.7		Intersection LOS: D	
Intersection Capacity Utilization 113.5%		ICU Level of Service H	
Analysis Period (min) 15			

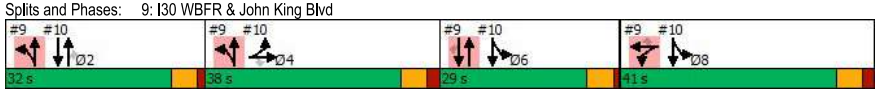
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	32.0	38.0
Total Split (%)	23%	27%
Maximum Green (s)	26.6	31.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

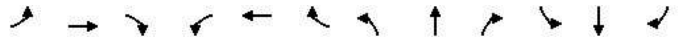
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	625	578	640	0	0	0	0	1014	185	386	806	0
Future Volume (vph)	625	578	640	0	0	0	0	1014	185	386	806	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	2		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.97	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.975								0.950		
Satd. Flow (prot)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Flt Permitted		0.975								0.950		
Satd. Flow (perm)	0	3451	1583	0	0	0	0	6408	1583	3433	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			219						140			
Link Speed (mph)		55			30			45			30	
Link Distance (ft)		1172			4617			935			266	
Travel Time (s)		14.5			104.9			14.2			6.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	658	608	674	0	0	0	0	1067	195	406	848	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1266	674	0	0	0	0	1067	195	406	848	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	Prot	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2			

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	38.0	38.0	38.0					32.0	32.0			
Total Split (%)	27.1%	27.1%	27.1%					22.9%	22.9%			
Maximum Green (s)	31.7	31.7	31.7					26.6	26.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		31.7	31.7					26.6	26.6	64.6	96.6	
Actuated g/C Ratio		0.23	0.23					0.19	0.19	0.46	0.69	
v/c Ratio		1.65dl	1.28					0.88	0.47	0.26	0.35	
Control Delay		320.1	169.1					64.2	19.6	2.2	1.9	
Queue Delay		0.0	0.0					0.0	0.0	1.2	4.6	
Total Delay		320.1	169.1					64.2	19.6	3.4	6.5	
LOS		F	F					E	B	A	A	
Approach Delay		267.7						57.4			5.5	
Approach LOS		F						E			A	
Queue Length 50th (ft)		~870	~614					277	43	7	43	
Queue Length 95th (ft)		#1010	#860					321	120	m7	m40	
Internal Link Dist (ft)		1092			4537			855			186	
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		781	527					1217	414	1584	2441	
Starvation Cap Reductn		0	0					0	0	923	1500	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		1.62	1.28					0.88	0.47	0.61	0.90	

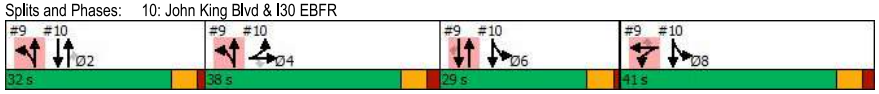
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay: 134.3		Intersection LOS: F	
Intersection Capacity Utilization 113.5%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	29.0	41.0
Total Split (%)	21%	29%
Maximum Green (s)	23.6	34.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	241	207	30	82	70	138	1245	107	132	985	70
Future Volume (vph)	103	241	207	30	82	70	138	1245	107	132	985	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	200		200	100		100
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.944			0.942				0.850			0.850
Flt Protected		0.991			0.992		0.950			0.950		
Satd. Flow (prot)	0	3311	0	0	3307	0	1770	3539	1583	1770	3539	1583
Flt Permitted		0.842			0.772		0.162			0.112		
Satd. Flow (perm)	0	2813	0	0	2574	0	302	3539	1583	209	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		135			74				114			73
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		972			2394			3337			865	
Travel Time (s)		18.9			46.6			50.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	110	256	220	32	87	74	147	1324	114	140	1048	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	586	0	0	193	0	147	1324	114	140	1048	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	50.0	50.0	12.0	49.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	55.6%	55.6%	13.3%	54.4%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	45.5	45.5	7.5	44.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		18.2			18.2		44.3	38.3	38.3	41.6	34.3	34.3
Actuated g/C Ratio		0.24			0.24		0.59	0.51	0.51	0.56	0.46	0.46
v/c Ratio		0.75			0.28		0.44	0.73	0.13	0.52	0.65	0.10
Control Delay		27.7			17.2		10.4	18.5	2.9	16.7	17.6	3.6
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		27.7			17.2		10.4	18.5	2.9	16.7	17.6	3.6
LOS		C			B		B	B	A	B	B	A
Approach Delay		27.7			17.2			16.7			16.7	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		108			24		25	266	0	24	192	0
Queue Length 95th (ft)		182			55		53	381	25	71	278	21
Internal Link Dist (ft)		892			2314			3257			785	
Turn Bay Length (ft)							200		200	100		100
Base Capacity (vph)		1024			904		356	2275	1058	283	2225	1022
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.57			0.21		0.41	0.58	0.11	0.49	0.47	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 74.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 18.5		Intersection LOS: B	
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1921	269	0	106
Future Volume (vph)	0	0	1921	269	0	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2088	292	0	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2088	292	0	115
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.3%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1921	269	0	106
Future Vol, veh/h	0	0	1921	269	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2088	292	0	115

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1044
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	226
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	226
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	36.4
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	226
HCM Lane V/C Ratio	-	-	0.51
HCM Control Delay (s)	-	-	36.4
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	2.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1787	242	0	168
Future Volume (vph)	0	0	1787	242	0	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1942	263	0	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1942	263	0	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

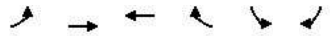
Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1787	242	0	168
Future Vol, veh/h	0	0	1787	242	0	168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1942	263	0	183

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	971
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	252
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	252
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	49.5
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	252
HCM Lane V/C Ratio	-	-	0.725
HCM Control Delay (s)	-	-	49.5
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1846	109	0	82
Future Volume (vph)	0	0	1846	109	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2007	118	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2007	118	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1846	109	0	82
Future Vol, veh/h	0	0	1846	109	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2007	118	0	89

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1004
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	240
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	240
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	28.6
HCM LOS		D

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	240
HCM Lane V/C Ratio	-	-	0.371
HCM Control Delay (s)	-	-	28.6
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	1.6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	211	0	1063	1062	33
Future Volume (vph)	0	211	0	1063	1062	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.995	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3522	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3522	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	229	0	1155	1154	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	229	0	1155	1190	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	211	0	1063	1062	33
Future Vol, veh/h	0	211	0	1063	1062	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	229	0	1155	1154	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	595	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	447	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	447	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	447	-	-
HCM Lane V/C Ratio	-	0.513	-	-
HCM Control Delay (s)	-	21.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	2.9	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	0	98	16	0	172
Future Volume (vph)	20	0	98	16	0	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	0	107	17	0	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	107	17	187	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	98	16	0	172
Future Vol, veh/h	20	0	98	16	0	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	0	107	17	0	187

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	245	11
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	223	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1592	-	722	1067
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %	-	-			-	
Mov Cap-1 Maneuver	-	-	1592	-	674	1067
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1067	-	-	1592	-
HCM Lane V/C Ratio	0.175	-	-	0.067	-
HCM Control Delay (s)	9.1	-	-	7.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	192	0	65	114	0	106
Future Volume (vph)	192	0	65	114	0	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	209	0	71	124	0	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	71	124	115	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	192	0	65	114	0	106
Future Vol, veh/h	192	0	65	114	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	209	0	71	124	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	209	0	413	105
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1359	-	567	929
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1359	-	538	929
Mov Cap-2 Maneuver	-	-	-	-	538	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	929	-	-	1359	-
HCM Lane V/C Ratio	0.124	-	-	0.052	-
HCM Control Delay (s)	9.4	-	-	7.8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	23	54	39	33	6
Future Volume (vph)	15	23	54	39	33	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918				0.978	
Flt Protected	0.981			0.972		
Satd. Flow (prot)	1678	0	0	1811	1822	0
Flt Permitted	0.981			0.972		
Satd. Flow (perm)	1678	0	0	1811	1822	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	25	59	42	36	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	101	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	23	54	39	33	6
Future Vol, veh/h	15	23	54	39	33	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	25	59	42	36	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	200	40	43	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	789	1031	1566	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	758	1031	1566	-	-	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1566	-	903	-	-
HCM Lane V/C Ratio	0.037	-	0.046	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	4	18	12	6	9
Future Volume (vph)	14	4	18	12	6	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972		0.947			
Flt Protected	0.962					0.980
Satd. Flow (prot)	1742	0	1764	0	0	1825
Flt Permitted	0.962					0.980
Satd. Flow (perm)	1742	0	1764	0	0	1825
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	4	20	13	7	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	33	0	0	17
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	4	18	12	6	9
Future Vol, veh/h	14	4	18	12	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	4	20	13	7	10

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	51	27	0	0	33	0
Stage 1	27	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	958	1048	-	-	1579	-
Stage 1	996	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	954	1048	-	-	1579	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	995	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	2.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	973	1579	-
HCM Lane V/C Ratio	-	-	0.02	0.004	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	92	8	0	56
Future Volume (vph)	0	0	92	8	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989			
Flt Protected						
Satd. Flow (prot)	0	0	1842	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1842	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	100	9	0	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	109	0	0	61
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	8.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	0	30	24	0	17
Future Volume (vph)	22	0	30	24	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.941			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1753	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1753	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	0	33	26	0	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	59	0	0	18
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	0	30	24	0	17
Future Vol, veh/h	22	0	30	24	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	33	26	0	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	64	46	0	0	59	0
Stage 1	46	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	942	1023	-	-	1545	-
Stage 1	976	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	942	1023	-	-	1545	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	942	1545	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	-	-	8.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	90	176	95	604	1	494	30
Future Volume (vph)	90	176	95	604	1	494	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	345		0		0
Storage Lanes	1	1	1		0		0
Taper Length (ft)	25		100		25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95
Frt		0.850				0.991	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	1583	1770	3539	0	3507	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	1583	1770	3539	0	3507	0
Link Speed (mph)	35			45		45	
Link Distance (ft)	2687			952		2063	
Travel Time (s)	52.3			14.4		31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	93	181	98	623	1	509	31
Shared Lane Traffic (%)							
Lane Group Flow (vph)	93	181	98	623	0	541	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	90	176	95	604	1	494	30
Future Vol, veh/h	90	176	95	604	1	494	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	345	-	-	-	-
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	93	181	98	623	1	509	31

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1035	270	540	0	623	-	0
Stage 1	527	-	-	-	-	-	-
Stage 2	508	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	228	728	1025	-	578	-	-
Stage 1	557	-	-	-	-	-	-
Stage 2	569	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	206	728	1025	-	578	-	-
Mov Cap-2 Maneuver	337	-	-	-	-	-	-
Stage 1	504	-	-	-	-	-	-
Stage 2	568	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	1.2	0
HCM LOS	B		

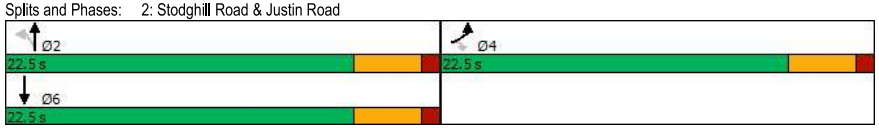
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1025	-	337	728	-	-
HCM Lane V/C Ratio	0.096	-	0.275	0.249	-	-
HCM Control Delay (s)	8.9	-	19.7	11.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.1	1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	103	268	98	611	535	136
Future Volume (vph)	103	268	98	611	535	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	400			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		150			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.970	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3433	0
Flt Permitted	0.950		0.386			
Satd. Flow (perm)	1770	1583	719	3539	3433	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		175			84	
Link Speed (mph)	30			45	45	
Link Distance (ft)	608			640	952	
Travel Time (s)	13.8			9.7	14.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	107	279	102	636	557	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	279	102	636	699	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Min	Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	8.2	8.2	16.1	16.1	16.1	
Actuated g/C Ratio	0.27	0.27	0.53	0.53	0.53	
v/c Ratio	0.22	0.50	0.27	0.34	0.37	
Control Delay	10.2	7.7	9.0	6.7	6.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.2	7.7	9.0	6.7	6.1	
LOS	B	A	A	A	A	
Approach Delay	8.4			7.0	6.1	
Approach LOS	A			A	A	
Queue Length 50th (ft)	11	11	9	29	28	
Queue Length 95th (ft)	41	56	39	74	74	
Internal Link Dist (ft)	528			560	872	
Turn Bay Length (ft)			400			
Base Capacity (vph)	1091	1043	486	2396	2351	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.10	0.27	0.21	0.27	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 30.2			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 6.9		Intersection LOS: A	
Intersection Capacity Utilization 43.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Stodghill Road & Justin Road



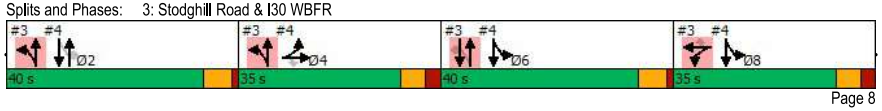
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	202	596	186	603	528	0	0	643	390
Future Volume (vph)	0	0	0	202	596	186	603	528	0	0	643	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			150			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Frt						0.850						0.850
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	5085	1583
Flt Permitted				0.950			0.238					
Satd. Flow (perm)	0	0	0	1770	3539	1583	443	3539	0	0	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						198						151
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		798			781			252			282	
Travel Time (s)		9.9			9.7			3.8			4.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	215	634	198	641	562	0	0	684	415
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	215	634	198	641	562	0	0	684	415
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	D.P+P	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8	6					6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					15.0	15.0
Minimum Split (s)				13.9	13.9	13.9					21.1	21.1
Total Split (s)				35.0	35.0	35.0					40.0	40.0
Total Split (%)				23.3%	23.3%	23.3%					26.7%	26.7%
Maximum Green (s)				28.1	28.1	28.1					33.9	33.9
Yellow Time (s)				4.3	4.3	4.3					5.0	5.0
All-Red Time (s)				2.6	2.6	2.6					1.1	1.1
Lost Time Adjust (s)				0.0	0.0	0.0					0.0	0.0
Total Lost Time (s)				6.9	6.9	6.9					6.1	6.1
Lead/Lag				Lag	Lag	Lag					Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes					Yes	Yes
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Act Effct Green (s)				28.1	28.1	28.1	102.6	108.7			33.8	33.8
Actuated g/C Ratio				0.19	0.19	0.19	0.68	0.73			0.23	0.23
v/c Ratio				0.65	0.96	0.43	0.70	0.22			0.60	0.88
Control Delay				66.5	85.6	9.5	7.3	0.3			54.5	55.4
Queue Delay				0.0	0.0	0.0	1.0	0.8			0.0	0.0
Total Delay				66.5	85.6	9.5	8.3	1.1			54.5	55.4
LOS				E	F	A	A	A			D	E
Approach Delay					67.3			5.0			54.8	
Approach LOS					E			A			D	
Queue Length 50th (ft)				197	327	0	152	2			221	265
Queue Length 95th (ft)				291	#450	70	184	2			268	#455
Internal Link Dist (ft)		718			701			172			202	
Turn Bay Length (ft)				400		400						250
Base Capacity (vph)				331	663	457	914	2543			1150	474
Starvation Cap Reductn				0	0	0	99	1601			0	0
Spillback Cap Reductn				0	0	0	0	0			0	0
Storage Cap Reductn				0	0	0	0	0			0	0
Reduced v/c Ratio				0.65	0.96	0.43	0.79	0.60			0.59	0.88

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 149.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 40.8		Intersection LOS: D	
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Stodghill Road & I30 WBFR



Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

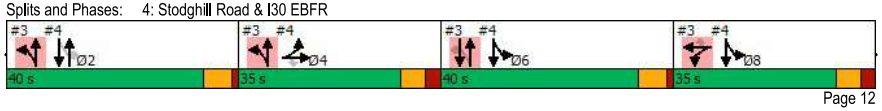
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	409	251	357	0	0	0	0	722	145	377	467	0
Future Volume (vph)	409	251	357	0	0	0	0	722	145	377	467	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		200	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	150			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected	0.950	0.979								0.950		
Satd. Flow (prot)	1610	3319	1583	0	0	0	0	5085	1583	1770	3539	0
Flt Permitted	0.950	0.979								0.204		
Satd. Flow (perm)	1610	3319	1583	0	0	0	0	5085	1583	380	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			368						149			
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		4617			1679			707			252	
Travel Time (s)		57.2			20.8			10.7			3.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	422	259	368	0	0	0	0	744	149	389	481	0
Shared Lane Traffic (%)	47%											
Lane Group Flow (vph)	224	457	368	0	0	0	0	744	149	389	481	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2	1	1	2	
Detector Template	Left	Thru	Right					Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20					100	20	20	100	
Trailing Detector (ft)	0	0	0					0	0	0	0	
Detector 1 Position(ft)	0	0	0					0	0	0	0	
Detector 1 Size(ft)	20	6	20					6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Split	NA	Perm					NA	Perm	D.P+P	NA	
Protected Phases	4	4						2		6 8	2 6 8	
Permitted Phases			4						2	2		

Lane Group	Ø6	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	6	8
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2	2	6 8	2 6 8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					15.0	15.0			
Minimum Split (s)	13.9	13.9	13.9					21.1	21.1			
Total Split (s)	35.0	35.0	35.0					40.0	40.0			
Total Split (%)	23.3%	23.3%	23.3%					26.7%	26.7%			
Maximum Green (s)	28.1	28.1	28.1					33.9	33.9			
Yellow Time (s)	4.3	4.3	4.3					5.0	5.0			
All-Red Time (s)	2.6	2.6	2.6					1.1	1.1			
Lost Time Adjust (s)	0.0	0.0	0.0					0.0	0.0			
Total Lost Time (s)	6.9	6.9	6.9					6.1	6.1			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					None	None			
Act Effct Green (s)	28.0	28.0	28.0					33.9	33.9	102.7	108.8	
Actuated g/C Ratio	0.19	0.19	0.19					0.23	0.23	0.69	0.73	
v/c Ratio	0.74	0.74	0.62					0.65	0.32	0.43	0.19	
Control Delay	73.5	65.4	9.7					55.6	8.6	3.0	0.1	
Queue Delay	0.0	0.0	0.0					0.3	0.0	0.8	0.6	
Total Delay	73.5	65.4	9.7					55.9	8.6	3.8	0.8	
LOS	E	E	A					E	A	A	A	
Approach Delay		47.6						48.0			2.1	
Approach LOS		D						D			A	
Queue Length 50th (ft)	229	234	0					243	0	48	0	
Queue Length 95th (ft)	#357	301	96					293	59	79	0	
Internal Link Dist (ft)		4537			1599			627			172	
Turn Bay Length (ft)	400		400						200			
Base Capacity (vph)	301	622	595					1150	473	885	2543	
Starvation Cap Reductn	0	0	0					0	0	243	1641	
Spillback Cap Reductn	0	0	0					85	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.74	0.73	0.62					0.70	0.32	0.61	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 149.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 33.7		Intersection LOS: C	
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Stodghill Road & I30 EBFR



Lane Group	Ø6	Ø8
Detector Phase		
Switch Phase		
Minimum Initial (s)	15.0	7.0
Minimum Split (s)	21.1	13.9
Total Split (s)	40.0	35.0
Total Split (%)	27%	23%
Maximum Green (s)	33.9	28.1
Yellow Time (s)	5.0	4.3
All-Red Time (s)	1.1	2.6
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	1	6	0	38	0	818	8	1	8	783
Future Volume (vph)	0	0	1	6	0	38	0	818	8	1	8	783
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	200		0		100	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.883			0.999				0.999
Flt Protected					0.994						0.950	
Satd. Flow (prot)	0	1611	0	0	1635	0	1863	3536	0	0	1770	3536
Flt Permitted					0.994						0.950	
Satd. Flow (perm)	0	1611	0	0	1635	0	1863	3536	0	0	1770	3536
Link Speed (mph)		30			35			45				45
Link Distance (ft)		618			749			1727				706
Travel Time (s)		14.0			14.6			26.2				10.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	1	6	0	40	0	852	8	1	8	816
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	46	0	0	860	0	0	9	819
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		0			0			30				15
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	9	15	
Sign Control		Stop			Stop			Free				Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Adj. Flow (vph)	3
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	60
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	6	0	38	0	818	8	1	8	783	3
Future Vol, veh/h	0	0	1	6	0	38	0	818	8	1	8	783	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	6	0	40	0	852	8	1	8	816	3

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1262	1696	410	1282	1693	430	819	0	0	860	860	0	0
Stage 1	836	836	-	856	856	-	-	-	-	-	-	-	-
Stage 2	426	860	-	426	837	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	127	92	591	122	92	573	805	-	-	408	777	-	-
Stage 1	328	381	-	319	373	-	-	-	-	-	-	-	-
Stage 2	577	371	-	577	380	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	117	91	591	121	91	573	805	-	-	697	697	-	-
Mov Cap-2 Maneuver	234	210	-	236	212	-	-	-	-	-	-	-	-
Stage 1	328	376	-	319	373	-	-	-	-	-	-	-	-
Stage 2	537	371	-	569	375	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	13.3	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	805	-	-	591	480	697	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.095	0.013	-	-
HCM Control Delay (s)	0	-	-	11.1	13.3	10.2	-	-
HCM Lane LOS	A	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	4	0	9	12	3	3	1	3	818	5	1	21
Future Volume (vph)	4	0	9	12	3	3	1	3	818	5	1	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0		200
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				50				50
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.896			0.976				0.999			
Flt Protected		0.985			0.967			0.950				0.950
Satd. Flow (prot)	0	3124	0	0	3340	0	0	1770	3536	0	0	1770
Flt Permitted		0.985			0.967			0.950				0.950
Satd. Flow (perm)	0	3124	0	0	3340	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		607			549				1499			
Travel Time (s)		13.8			12.5				22.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	4	0	9	13	3	3	1	3	852	5	1	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	19	0	0	4	857	0	0	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		15			15				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	755	12
Future Volume (vph)	755	12
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	3532	0
Flt Permitted		
Satd. Flow (perm)	3532	0
Link Speed (mph)	45	
Link Distance (ft)	1727	
Travel Time (s)	26.2	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	786	13
Shared Lane Traffic (%)		
Lane Group Flow (vph)	799	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Sign Control	Free	

Intersection Summary

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	4	0	9	12	3	3	1	3	818	5	1	21	755	12
Future Vol, veh/h	4	0	9	12	3	3	1	3	818	5	1	21	755	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	200	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	9	13	3	3	1	3	852	5	1	22	786	13

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1275	1704	400	1302	1708	429	799	799	0	0	857	857	0	0
Stage 1	839	839	-	863	863	-	-	-	-	-	-	-	-	-
Stage 2	436	865	-	439	845	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	124	91	600	118	90	574	447	819	-	-	410	779	-	-
Stage 1	326	379	-	316	370	-	-	-	-	-	-	-	-	-
Stage 2	569	369	-	567	377	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	119	88	600	113	87	574	674	674	-	-	748	748	-	-
Mov Cap-2 Maneuver	234	202	-	228	206	-	-	-	-	-	-	-	-	-
Stage 1	324	367	-	314	368	-	-	-	-	-	-	-	-	-
Stage 2	558	367	-	541	365	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	20.4	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	674	-	-	234	600	225	360	748	-	-
HCM Lane V/C Ratio	0.006	-	-	0.018	0.016	0.063	0.013	0.031	-	-
HCM Control Delay (s)	10.4	-	-	20.7	11.1	22.1	15.1	10	-	-
HCM Lane LOS	B	-	-	C	B	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.2	0	0.1	-	-

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	135	514	88	26	78	710	388	91	290	59	9	373
Future Volume (vph)	135	514	88	26	78	710	388	91	290	59	9	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	420		0		320		320	340		340		150
Storage Lanes	1		1		1		1	1		1		1
Taper Length (ft)	50				50			100				50
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	3539	1583	0	1770
Flt Permitted	0.229				0.350			0.401				0.547
Satd. Flow (perm)	427	3539	1583	0	652	3539	1583	747	3539	1583	0	1019
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			127				404			127		
Link Speed (mph)		50				50			45			
Link Distance (ft)		997				1087			787			
Travel Time (s)		13.6				14.8			11.9			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	141	535	92	27	81	740	404	95	302	61	9	389
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	535	92	0	108	740	404	95	302	61	0	398
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		15				15			15			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	custom	pm+pt
Protected Phases	5	2			1	6		7	4			3
Permitted Phases	2		2	1	6		6	4		4	3	8

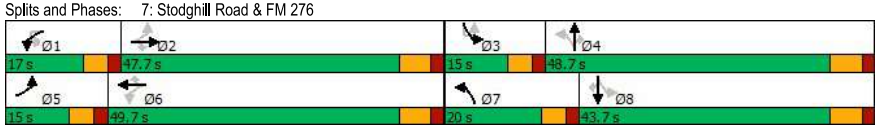
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	309	118
Future Volume (vph)	309	118
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1863	1583
Flt Permitted		
Satd. Flow (perm)	1863	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		127
Link Speed (mph)	45	
Link Distance (ft)	1499	
Travel Time (s)	22.7	
Peak Hour Factor	0.96	0.96
Adj. Flow (vph)	322	123
Shared Lane Traffic (%)		
Lane Group Flow (vph)	322	123
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	15	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Detector Phase	5	2	2	1	1	6	6	7	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.6	47.7	47.7	10.6	10.6	49.7	49.7	10.6	48.7	48.7	10.6	10.6
Total Split (s)	15.0	47.7	47.7	17.0	17.0	49.7	49.7	20.0	48.7	48.7	15.0	15.0
Total Split (%)	11.7%	37.1%	37.1%	13.2%	13.2%	38.7%	38.7%	15.6%	37.9%	37.9%	11.7%	11.7%
Maximum Green (s)	9.4	41.0	41.0	11.4	11.4	43.0	43.0	14.4	42.0	42.0	9.4	9.4
Yellow Time (s)	3.6	4.7	4.7	3.6	3.6	4.7	4.7	3.6	4.7	4.7	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.6	6.7	6.7		5.6	6.7	6.7	5.6	6.7	6.7		5.6
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max	Max	None	Max	Max	None	None
Walk Time (s)		11.0	11.0			10.0	10.0		11.0	11.0		
Flash Dont Walk (s)		30.0	30.0			33.0	33.0		31.0	31.0		
Pedestrian Calls (#/hr)		0	0			0	0		0	0		
Act Effct Green (s)	52.7	42.5	42.5		53.7	43.0	43.0	52.6	42.0	42.0		52.4
Actuated g/C Ratio	0.41	0.33	0.33		0.42	0.34	0.34	0.41	0.33	0.33		0.41
v/c Ratio	0.52	0.46	0.15		0.30	0.62	0.51	0.25	0.26	0.10		0.84
Control Delay	28.1	35.6	2.5		22.5	38.6	5.3	22.2	32.5	0.3		48.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	28.1	35.6	2.5		22.5	38.6	5.3	22.2	32.5	0.3		48.2
LOS	C	D	A		C	D	A	C	C	A		D
Approach Delay		30.2				26.5			26.1			
Approach LOS		C				C			C			
Queue Length 50th (ft)	67	184	0		51	271	0	45	96	0		229
Queue Length 95th (ft)	111	242	18		87	339	71	80	135	0		#403
Internal Link Dist (ft)		917				1007			707			
Turn Bay Length (ft)	420				320		320	340		340		150
Base Capacity (vph)	274	1172	609		382	1188	799	450	1160	604		472
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0		0
Reduced v/c Ratio	0.51	0.46	0.15		0.28	0.62	0.51	0.21	0.26	0.10		0.84

Intersection Summary

Area Type: Other
Cycle Length: 128.4
Actuated Cycle Length: 128.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 30.4 Intersection LOS: C
Intersection Capacity Utilization 81.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Stodghill Road & FM 276



Lane Group	SBT	SBR
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	43.7	43.7
Total Split (s)	43.7	43.7
Total Split (%)	34.0%	34.0%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.7	4.7
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	8.0	8.0
Flash Dont Walk (s)	29.0	29.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	41.9	41.9
Actuated g/C Ratio	0.33	0.33
v/c Ratio	0.53	0.20
Control Delay	39.5	5.9
Queue Delay	0.0	0.0
Total Delay	39.5	5.9
LOS	D	A
Approach Delay	38.7	
Approach LOS	D	
Queue Length 50th (ft)	217	0
Queue Length 95th (ft)	324	43
Internal Link Dist (ft)	1419	
Turn Bay Length (ft)		
Base Capacity (vph)	609	603
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.53	0.20

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	2970	101	0	82
Future Volume (vph)	0	0	2970	101	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		35	
Link Distance (ft)		2005	761		372	
Travel Time (s)		24.9	9.4		7.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	3264	111	0	90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	3264	111	0	90
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	2970	101	0	82
Future Vol, veh/h	0	0	2970	101	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	3264	111	0	90

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1632
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	~ 90
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	~ 90
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	179.5
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	90
HCM Lane V/C Ratio	-	-	1.001
HCM Control Delay (s)	-	-	179.5
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	5.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	322	688	312	370	854	0	0	798	437
Future Volume (vph)	0	0	0	322	688	312	370	854	0	0	798	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	0		0	0		150
Storage Lanes	0		0	0		1	1		0	0		1
Taper Length (ft)	25			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	0.86	0.86	1.00	1.00	0.86	1.00
Frt						0.850						0.850
Flt Protected					0.984		0.950	0.996				
Satd. Flow (prot)	0	0	0	0	3483	1583	1522	4787	0	0	6408	1583
Flt Permitted					0.984		0.950	0.773				
Satd. Flow (perm)	0	0	0	0	3483	1583	1522	3715	0	0	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						200						208
Link Speed (mph)		55			30			30			45	
Link Distance (ft)		1228			2005			266			354	
Travel Time (s)		15.2			45.6			6.0			5.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	339	724	328	389	899	0	0	840	460
Shared Lane Traffic (%)							20%					
Lane Group Flow (vph)	0	0	0	0	1063	328	311	977	0	0	840	460
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2	1	1	2			2	1
Detector Template				Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (ft)				20	100	20	20	100			100	20
Trailing Detector (ft)				0	0	0	0	0			0	0
Detector 1 Position(ft)				0	0	0	0	0			0	0
Detector 1 Size(ft)				20	6	20	20	6			6	20
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Split	NA	Perm	Prot	NA			NA	Perm
Protected Phases				8	8		2 4	2 4 6			6	
Permitted Phases						8						6

Lane Group	Ø2	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	2	4
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8	8	2 4	2 4 6			6	6
Switch Phase												
Minimum Initial (s)				7.0	7.0	7.0					10.0	10.0
Minimum Split (s)				47.3	47.3	47.3					22.5	22.5
Total Split (s)				46.0	46.0	46.0					30.0	30.0
Total Split (%)				32.9%	32.9%	32.9%					21.4%	21.4%
Maximum Green (s)				39.7	39.7	39.7					24.6	24.6
Yellow Time (s)				4.3	4.3	4.3					4.3	4.3
All-Red Time (s)				2.0	2.0	2.0					1.1	1.1
Lost Time Adjust (s)					0.0	0.0					0.0	0.0
Total Lost Time (s)					6.3	6.3					5.4	5.4
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0	3.0					3.0	3.0
Recall Mode				None	None	None					None	None
Walk Time (s)				5.0	5.0	5.0					5.0	5.0
Flash Dont Walk (s)				36.0	36.0	36.0					11.0	11.0
Pedestrian Calls (#/hr)				0	0	0					0	0
Act Effct Green (s)					39.7	39.7	58.6	83.2			24.6	24.6
Actuated g/C Ratio					0.28	0.28	0.42	0.59			0.18	0.18
v/c Ratio					1.08	0.55	0.49	0.42			0.75	1.02
Control Delay					98.8	19.9	7.1	0.9			59.5	79.4
Queue Delay					0.0	0.0	3.4	0.4			0.0	0.0
Total Delay					98.8	19.9	10.5	1.2			59.5	79.4
LOS					F	B	B	A			E	E
Approach Delay					80.2			3.5			66.5	
Approach LOS					F			A			E	
Queue Length 50th (ft)					~566	95	27	3			213	~278
Queue Length 95th (ft)					#704	197	m31	m2			253	#498
Internal Link Dist (ft)		1148			1925			186			274	
Turn Bay Length (ft)						400						150
Base Capacity (vph)					987	592	637	2340			1125	449
Starvation Cap Reductn					0	0	231	740			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					1.08	0.55	0.77	0.61			0.75	1.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 50.9		Intersection LOS: D	
Intersection Capacity Utilization 104.9%		ICU Level of Service G	
Analysis Period (min) 15			

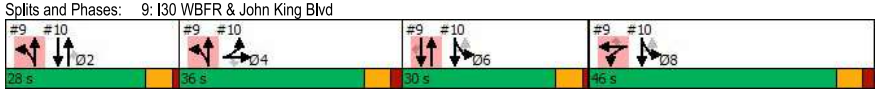
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

Lane Group	Ø2	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	10.0	7.0
Minimum Split (s)	22.5	47.3
Total Split (s)	28.0	36.0
Total Split (%)	20%	26%
Maximum Green (s)	22.6	29.7
Yellow Time (s)	4.3	4.3
All-Red Time (s)	1.1	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	5.0
Flash Dont Walk (s)	11.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

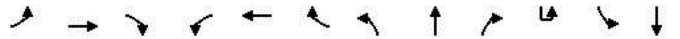
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I30 WBFR & John King Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	500	308	410	0	0	0	0	711	236	1	300	810
Future Volume (vph)	500	308	410	0	0	0	0	711	236	1	300	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	0		0	0		150		0	
Storage Lanes	0		1	0		0	0		1		2	
Taper Length (ft)	150			25			25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.95	0.97	0.95
Frt			0.850						0.850			
Flt Protected		0.970									0.950	
Satd. Flow (prot)	0	3433	1583	0	0	0	0	6408	1583	0	3433	3539
Flt Permitted		0.970									0.343	
Satd. Flow (perm)	0	3433	1583	0	0	0	0	6408	1583	0	1240	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			228						246			
Link Speed (mph)		55			30			45				30
Link Distance (ft)		1172			4617			935				266
Travel Time (s)		14.5			104.9			14.2				6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	521	321	427	0	0	0	0	741	246	1	313	844
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	842	427	0	0	0	0	741	246	0	314	844
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1					2	1	1	1	2
Detector Template	Left	Thru	Right					Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20					100	20	20	20	100
Trailing Detector (ft)	0	0	0					0	0	0	0	0
Detector 1 Position(ft)	0	0	0					0	0	0	0	0
Detector 1 Size(ft)	20	6	20					6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94						94				94
Detector 2 Size(ft)		6						6				6
Detector 2 Type		Cl+Ex						Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				0.0
Turn Type	Split	NA	Perm					NA	Perm	custom	Prot	NA
Protected Phases	4	4						2			6 8	2 6 8
Permitted Phases			4						2	6 8		

Lane Group	SBR	Ø6	Ø8
Lane Configurations			
Traffic Volume (vph)	0		
Future Volume (vph)	0		
Ideal Flow (vphpl)	1900		
Storage Length (ft)	0		
Storage Lanes	0		
Taper Length (ft)			
Lane Util. Factor	1.00		
Frt			
Flt Protected			
Satd. Flow (prot)	0		
Flt Permitted			
Satd. Flow (perm)	0		
Right Turn on Red	Yes		
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor	0.96		
Adj. Flow (vph)	0		
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0		
Enter Blocked Intersection	No		
Lane Alignment	Right		
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor	1.00		
Turning Speed (mph)	9		
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases		6	8
Permitted Phases			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector Phase	4	4	4					2	2	6 8	6 8	2 6 8
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					10.0	10.0			
Minimum Split (s)	47.3	47.3	47.3					22.5	22.5			
Total Split (s)	36.0	36.0	36.0					28.0	28.0			
Total Split (%)	25.7%	25.7%	25.7%					20.0%	20.0%			
Maximum Green (s)	29.7	29.7	29.7					22.6	22.6			
Yellow Time (s)	4.3	4.3	4.3					4.3	4.3			
All-Red Time (s)	2.0	2.0	2.0					1.1	1.1			
Lost Time Adjust (s)		0.0	0.0					0.0	0.0			
Total Lost Time (s)		6.3	6.3					5.4	5.4			
Lead/Lag	Lag	Lag	Lag					Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0			
Recall Mode	None	None	None					Max	Max			
Walk Time (s)	5.0	5.0	5.0					5.0	5.0			
Flash Dont Walk (s)	36.0	36.0	36.0					11.0	11.0			
Pedestrian Calls (#/hr)	0	0	0					0	0			
Act Effct Green (s)		29.7	29.7					22.6	22.6		70.6	98.6
Actuated g/C Ratio		0.21	0.21					0.16	0.16		0.50	0.70
v/c Ratio		1.39dl	0.83					0.72	0.53		0.50	0.34
Control Delay		133.6	38.8					60.1	10.5		6.5	2.1
Queue Delay		0.0	0.0					0.0	0.0		2.6	2.7
Total Delay		133.6	38.8					60.1	10.5		9.0	4.8
LOS		F	D					E	B		A	A
Approach Delay		101.7						47.8				5.9
Approach LOS		F						D				A
Queue Length 50th (ft)		~475	184					188	0		29	62
Queue Length 95th (ft)		#608	#358					226	79		m38	m38
Internal Link Dist (ft)		1092			4537			855				186
Turn Bay Length (ft)			400						150			
Base Capacity (vph)		728	515					1034	461		625	2492
Starvation Cap Reductn		0	0					0	0		199	1491
Spillback Cap Reductn		0	0					0	0		0	0
Storage Cap Reductn		0	0					0	0		0	0
Reduced v/c Ratio		1.16	0.83					0.72	0.53		0.74	0.84

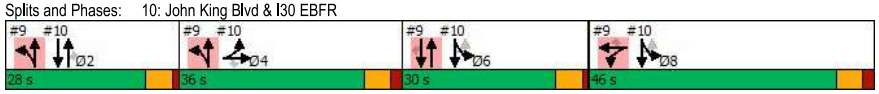
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 53.6		Intersection LOS: D	
Intersection Capacity Utilization 104.9%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

Lane Group	SBR	Ø6	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)		10.0	7.0
Minimum Split (s)		22.5	47.3
Total Split (s)		30.0	46.0
Total Split (%)		21%	33%
Maximum Green (s)		24.6	39.7
Yellow Time (s)		4.3	4.3
All-Red Time (s)		1.1	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)		3.0	3.0
Recall Mode		None	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	36.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: John King Blvd & I30 EBFR



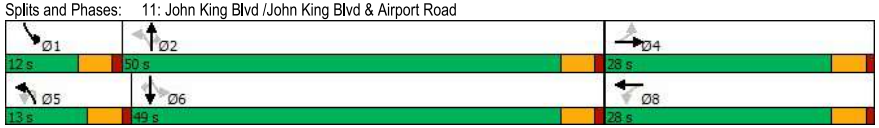
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	75	106	242	33	40	66	1	123	992	43	139	898
Future Volume (vph)	75	106	242	33	40	66	1	123	992	43	139	898
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		200	100	
Storage Lanes	0		0	0		0		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95
Frt		0.914			0.929					0.850		
Flt Protected		0.991			0.988			0.950			0.950	
Satd. Flow (prot)	0	3206	0	0	3248	0	0	1770	3539	1583	1770	3539
Flt Permitted		0.864			0.786			0.211			0.179	
Satd. Flow (perm)	0	2795	0	0	2584	0	0	393	3539	1583	333	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		228			70					73		
Link Speed (mph)		35			35				45			45
Link Distance (ft)		972			2394				3337			865
Travel Time (s)		18.9			46.6				50.6			13.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	113	257	35	43	70	1	131	1055	46	148	955
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	450	0	0	148	0	0	132	1055	46	148	955
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		0			0				30			30
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2		1	1	2	1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4			8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	40
Future Volume (vph)	40
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	43
Shared Lane Traffic (%)	
Lane Group Flow (vph)	43
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	4	4		8	8		5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	28.0	28.0		28.0	28.0		13.0	13.0	50.0	50.0	12.0	49.0
Total Split (%)	31.1%	31.1%		31.1%	31.1%		14.4%	14.4%	55.6%	55.6%	13.3%	54.4%
Maximum Green (s)	23.5	23.5		23.5	23.5		8.5	8.5	45.5	45.5	7.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	Min
Walk Time (s)	7.0	7.0		7.0	7.0				7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0				11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0				0	0		0
Act Effct Green (s)		11.3			11.3			31.4	25.7	25.7	30.7	25.3
Actuated g/C Ratio		0.20			0.20			0.57	0.46	0.46	0.55	0.46
v/c Ratio		0.60			0.26			0.32	0.64	0.06	0.39	0.59
Control Delay		14.9			14.0			6.7	14.5	1.5	8.2	14.1
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		14.9			14.0			6.7	14.5	1.5	8.2	14.1
LOS		B			B			A	B	A	A	B
Approach Delay		14.9			14.0				13.2			12.9
Approach LOS		B			B				B			B
Queue Length 50th (ft)		34			11			13	140	0	15	122
Queue Length 95th (ft)		90			38			40	242	9	44	218
Internal Link Dist (ft)		892			2314				3257			785
Turn Bay Length (ft)								200		200	100	
Base Capacity (vph)		1419			1236			457	2856	1291	398	2808
Starvation Cap Reductn		0			0			0	0	0	0	0
Spillback Cap Reductn		0			0			0	0	0	0	0
Storage Cap Reductn		0			0			0	0	0	0	0
Reduced v/c Ratio		0.32			0.12			0.29	0.37	0.04	0.37	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 55.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: John King Blvd /John King Blvd & Airport Road



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	49.0
Total Split (%)	54.4%
Maximum Green (s)	44.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	25.3
Actuated g/C Ratio	0.46
v/c Ratio	0.06
Control Delay	1.4
Queue Delay	0.0
Total Delay	1.4
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	8
Internal Link Dist (ft)	
Turn Bay Length (ft)	100
Base Capacity (vph)	1271
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.03

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1987	366	0	121
Future Volume (vph)	0	0	1987	366	0	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		610	798		291	
Travel Time (s)		7.6	9.9		6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	2160	398	0	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2160	398	0	132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1987	366	0	121
Future Vol, veh/h	0	0	1987	366	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	2160	398	0	132

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	1080
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	214
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	214
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	45.4
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	214
HCM Lane V/C Ratio	-	-	0.615
HCM Control Delay (s)	-	-	45.4
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	3.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1753	355	0	223
Future Volume (vph)	0	0	1753	355	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		448	610		301	
Travel Time (s)		5.6	7.6		6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1905	386	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1905	386	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

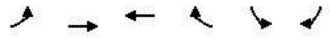
Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1753	355	0	223
Future Vol, veh/h	0	0	1753	355	0	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1905	386	0	242

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	953
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	260
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	260
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	81.3
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	260
HCM Lane V/C Ratio	-	-	0.932
HCM Control Delay (s)	-	-	81.3
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	8.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1778	200	0	149
Future Volume (vph)	0	0	1778	200	0	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt				0.850		0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	1583	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	1583	0	1611
Link Speed (mph)		55	55		30	
Link Distance (ft)		761	448		286	
Travel Time (s)		9.4	5.6		6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1933	217	0	162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1933	217	0	162
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1778	200	0	149
Future Vol, veh/h	0	0	1778	200	0	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	300	-	0
Veh in Median Storage, #	-	1	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1933	217	0	162

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	967
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	254
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	254
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	41.2
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	254
HCM Lane V/C Ratio	-	-	0.638
HCM Control Delay (s)	-	-	41.2
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	3.9

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	280	0	713	751	44
Future Volume (vph)	0	280	0	713	751	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.865			0.992	
Flt Protected						
Satd. Flow (prot)	0	1611	0	3539	3511	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3511	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	380			282	640	
Travel Time (s)	8.6			4.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	304	0	775	816	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	304	0	775	864	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	280	0	713	751	44
Future Vol, veh/h	0	280	0	713	751	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	304	0	775	816	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	432	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	572	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	572	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	572	-	-
HCM Lane V/C Ratio	-	0.532	-	-
HCM Control Delay (s)	-	18.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	3.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	27	0	133	18	0	223
Future Volume (vph)	27	0	133	18	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			30	30	
Link Distance (ft)	351			258	366	
Travel Time (s)	6.8			5.9	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	0	145	20	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	145	20	242	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	0	133	18	0	223
Future Vol, veh/h	27	0	133	18	0	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	0	145	20	0	242

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	329	15
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1582	-	640	1061
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1582	-	581	1061
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.6	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1061	-	-	1582	-
HCM Lane V/C Ratio	0.228	-	-	0.091	-
HCM Control Delay (s)	9.4	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	250	0	87	150	0	121
Future Volume (vph)	250	0	87	150	0	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt					0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3539	0	1770	3539	1611	0
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	1770	3539	1611	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	517			608	285	
Travel Time (s)	10.1			11.8	6.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	0	95	163	0	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	272	0	95	163	132	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	0	87	150	0	121
Future Vol, veh/h	250	0	87	150	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	272	0	95	163	0	132

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	272	0	544	136
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1288	-	469	888
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1288	-	434	888
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	694	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	888	-	-	1288	-
HCM Lane V/C Ratio	0.148	-	-	0.073	-
HCM Control Delay (s)	9.8	-	-	8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	29	44	41	52	5
Future Volume (vph)	20	29	44	41	52	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920				0.989	
Flt Protected	0.980			0.975		
Satd. Flow (prot)	1679	0	0	1816	1842	0
Flt Permitted	0.980			0.975		
Satd. Flow (perm)	1679	0	0	1816	1842	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	229			210	270	
Travel Time (s)	5.2			4.8	5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	32	48	45	57	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	0	93	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	29	44	41	52	5
Future Vol, veh/h	20	29	44	41	52	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	32	48	45	57	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	201	60	62	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	788	1005	1541	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	763	1005	1541	-	-	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	3.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1541	-	890	-	-
HCM Lane V/C Ratio	0.031	-	0.06	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	5	32	10	5	12
Future Volume (vph)	19	5	32	10	5	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974		0.968			
Flt Protected	0.961					0.986
Satd. Flow (prot)	1744	0	1803	0	0	1837
Flt Permitted	0.961					0.986
Satd. Flow (perm)	1744	0	1803	0	0	1837
Link Speed (mph)	30		30			30
Link Distance (ft)	309		390			156
Travel Time (s)	7.0		8.9			3.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	5	35	11	5	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	46	0	0	18
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	15.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	5	32	10	5	12
Future Vol, veh/h	19	5	32	10	5	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	5	35	11	5	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	64	41	0	0	46	0
Stage 1	41	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	942	1030	-	-	1562	-
Stage 1	981	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	939	1030	-	-	1562	-
Mov Cap-2 Maneuver	939	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	957	1562	-
HCM Lane V/C Ratio	-	-	0.027	0.003	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	85	16	0	82
Future Volume (vph)	0	0	85	16	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979			
Flt Protected						
Satd. Flow (prot)	0	0	1824	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	0	1824	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	325		372			210
Travel Time (s)	7.4		8.5			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	92	17	0	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	109	0	0	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 8.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	36	0	41	20	0	22
Future Volume (vph)	36	0	41	20	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.956			
Flt Protected	0.950					
Satd. Flow (prot)	1770	0	1781	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	1781	0	0	1863
Link Speed (mph)	30		30			35
Link Distance (ft)	357		270			390
Travel Time (s)	8.1		6.1			7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	0	45	22	0	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	67	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	0	41	20	0	22
Future Vol, veh/h	36	0	41	20	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	0	45	22	0	24

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	80	56	0	0	67	0
Stage 1	56	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	922	1011	-	-	1535	-
Stage 1	967	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	922	1011	-	-	1535	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	922	1535	-
HCM Lane V/C Ratio	-	-	0.042	-	-
HCM Control Delay (s)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY
PLANNING & ZONING CASE NO.

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING:

CITY ENGINEER:

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:
- ☐ MASTER PLAT ($100.00 + $15.00 ACRE) [1]
- ☐ PRELIMINARY PLAT ($200.00 + $15.00 ACRE) [1]
- ☐ FINAL PLAT ($300.00 + $20.00 ACRE) [1]
- ☐ REPLAT ($300.00 + $20.00 ACRE) [1]
- ☐ AMENDING OR MINOR PLAT ($150.00)
- ☐ PLAT REINSTATEMENT REQUEST ($100.00)

SITE PLAN APPLICATION FEES:
- ☐ SITE PLAN ($250.00 + $20.00 ACRE) [1]
- ☐ AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN ($100.00)

ZONING APPLICATION FEES:
- ☒ ZONING CHANGE ($200.00 + $15.00 ACRE) [1]
- ☐ SPECIFIC USE PERMIT ($200.00 + $15.00 ACRE) [1 & 2]
- ☐ PD DEVELOPMENT PLANS ($200.00 + $15.00 ACRE) [1]

OTHER APPLICATION FEES:
- ☐ TREE REMOVAL ($75.00)
- ☐ VARIANCE REQUEST/SPECIAL EXCEPTIONS ($100.00) [2]

NOTES:
1: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.
2: A ***$1,000.00*** FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS	NORTHWEST CORNER OF FM 3549 AND EAST INTERSTATE 30				
SUBDIVISION	ROCKWALL COMMERCIAL	LOT	SEE SURVEY	BLOCK	SEE SURVEY
GENERAL LOCATION	NORTHWEST CORNER OF FM 3549 AND EAST INTERSTATE 30				

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING	COMMERCIAL (C)	CURRENT USE	NONE
PROPOSED ZONING	PLANNED DEVELOPMENT	PROPOSED USE	MIXED-USE
ACREAGE	65.147	LOTS [CURRENT]	4
LOTS [PROPOSED]	TBD - PER FUT. PLAN		

☒ ***SITE PLANS AND PLATS:*** *BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB3167 THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.*

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

☐ OWNER	ROCKWALL 549/I30 PARTNERS LP	☒ APPLICANT	KIMLEY-HORN
CONTACT PERSON	RONALD P. BERLIN	CONTACT PERSON	ANTHONY LOEFFEL
ADDRESS	8750 CENTRAL EXPRESSWAY	ADDRESS	400 N. OKLAHOMA DR, SUITE 105
	SUITE 1735		
CITY, STATE & ZIP	DALLAS, TEXAS, 75231	CITY, STATE & ZIP	CELINA, TEXAS, 75009
PHONE	214-691-2556	PHONE	469-301-2581
E-MAIL	RON@BERLININTERESTS.COM	E-MAIL	ANTHONY.LOEFFEL@KIMLEY-HORN.COM

NOTARY VERIFICATION [REQUIRED]

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED RONALD P. BERLIN [*OWNER*] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF $ 1,177.21 *, TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE* 19th *DAY OF* Jan *, 20* 24 *. BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."*

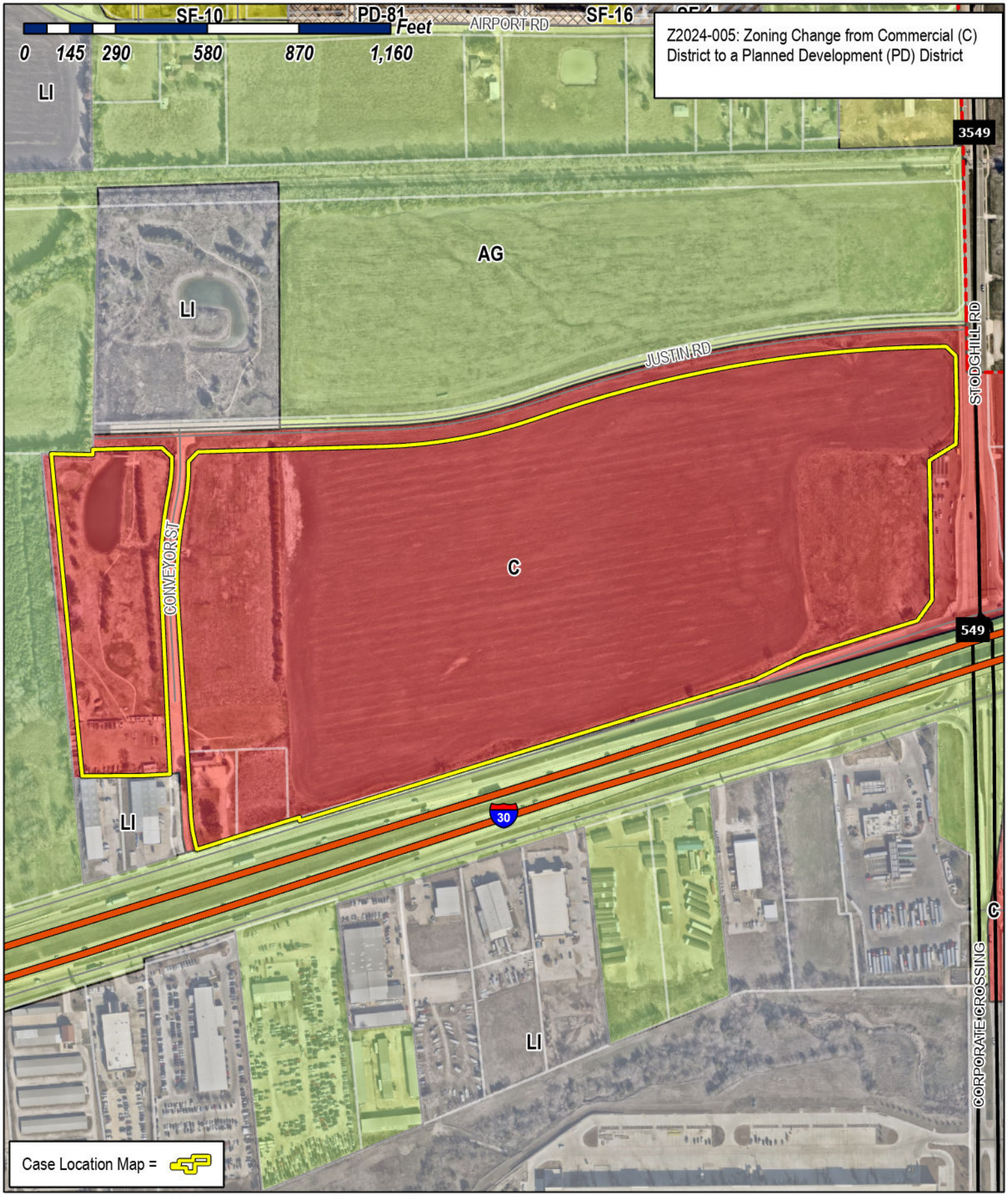
GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 19 *DAY OF* Jan *, 20* 24

OWNER'S SIGNATURE Ronald P. Berlin

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

DANIEL KENNETH LEINAUER
My Notary ID # 131995689
Expires September 1, 2027

MY COMMISSION EXPIRES 9/1/2027



City of Rockwall

Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087
(P): (972) 771-7745
(W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.

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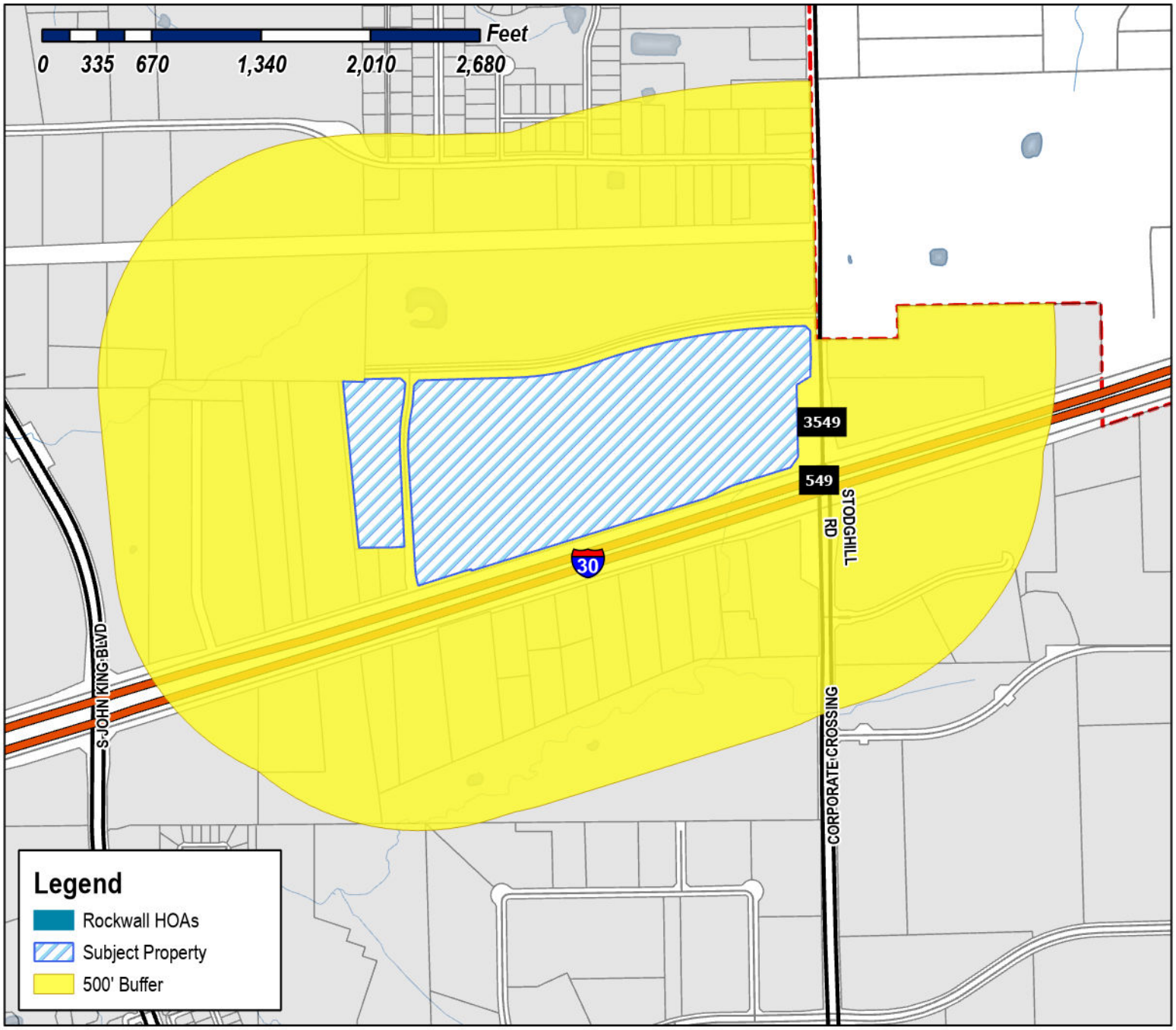
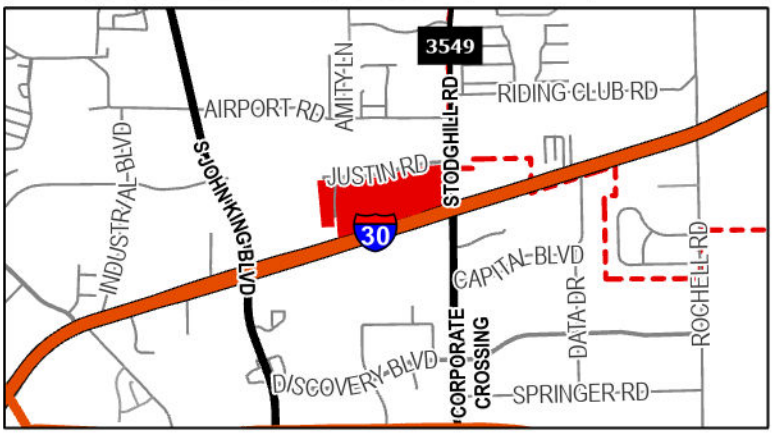


Case Number: Z2024-005
Case Name: Zoning Change from Commercial (C) District to a Planned Development (PD) District
Case Type: Zoning
Zoning: Commercial (C) District
Case Address: NEC of 3549 and E. I-30

Date Saved: 1/18/2024
For Questions on this Case Call (972) 771-7745



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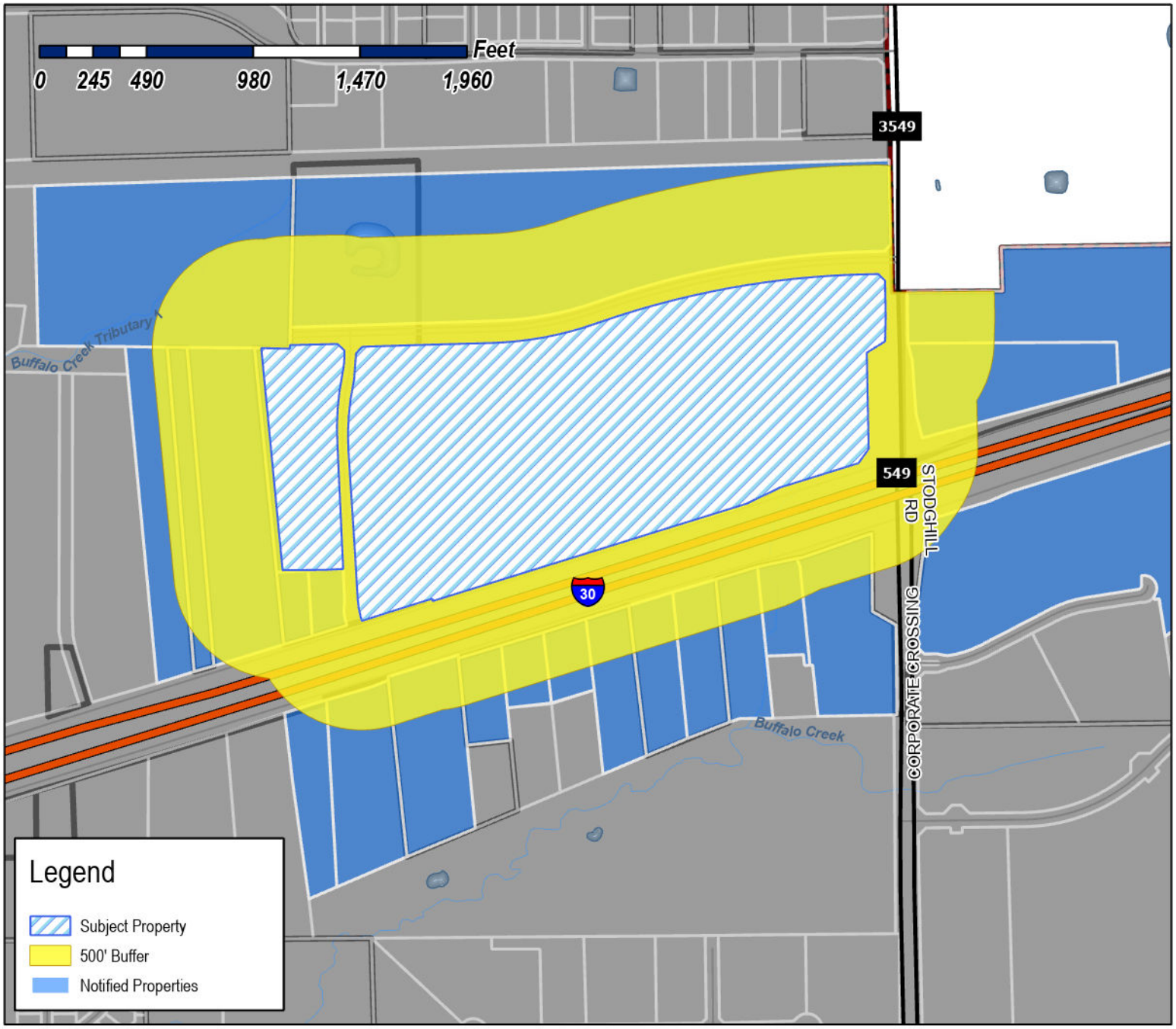
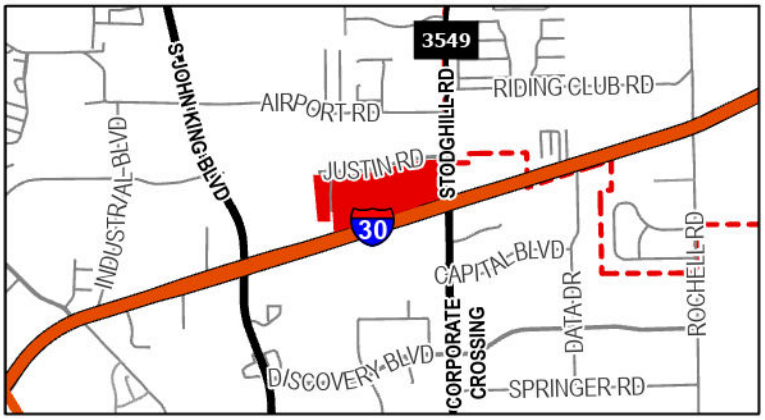


Case Number: Z2024-005
Case Name: Zoning Change from Commercial (C) District to a Planned Development (PD) District
Case Type: Zoning
Zoning: Commercial (C) District
Case Address: NEC of 3549 and E. I-30

Date Saved: 1/19/2024
For Questions on this Case Call: (972) 771-7745



MYASIN INVESTMENTS LLC
11243 SHADY TRL
DALLAS, TX 75229

MHC I30 LP
12001 N CENTRAL EXPRESSWAY SUITE 875
DALLAS, TX 75243

LINE 5 HOLDINGS LP
1201 N RIVERFRONT BLVD SUITE 100
DALLAS, TX 75207

THE STATE OF TEXAS, BY AND THROUGH THE
TEXAS TRANSPORTATION COMMISSION
125 E 11TH STREET
AUSTIN, TX 78701

RAFIZADEH M & M FAMILY LTD
C/O REPUBLIC MOTORSPORTS INC
12707 SOUTHWEST FREEWAY
STAFFORD, TX 77477

PRITCHARD DONNA CULLINS &
KIMBERLY CULLINS COLLICHIO TRUSTEES
1610 SHORES BLVD
ROCKWALL, TX 75087

RESIDENT
1785 E I30
ROCKWALL, TX 75087

RESIDENT
1790 E I30
ROCKWALL, TX 75087

RESIDENT
1795 I30
ROCKWALL, TX 75087

RESIDENT
1805 E I30
ROCKWALL, TX 75087

RESIDENT
1810 S I30
ROCKWALL, TX 75087

RESIDENT
1830 I30
ROCKWALL, TX 75087

SELF SCOTT & JANET
1830 E INTERSTATE 30 STE 100
ROCKWALL, TX 75087

RESIDENT
1850 I30
ROCKWALL, TX 75087

GENESTA PARTNERSHIP
1850 E INTERSTATE 30
ROCKWALL, TX 75087

RESIDENT
1860 E I30
ROCKWALL, TX 75087

RESIDENT
1880 I30 RD
ROCKWALL, TX 75087

RESIDENT
1900 E INTERSTATE 30
ROCKWALL, TX 75087

RESIDENT
1960 E I30
ROCKWALL, TX 75087

RESIDENT
1970 I30 SOUTH SERVICE RD
ROCKWALL, TX 75087

RESIDENT
1990 E I30
ROCKWALL, TX 75087

STRUCTURED REA- ROCKWALL LAND LLC
2801 E. CAMELBACK ROAD SUITE 200
PHOENIX, AZ 85016

JAMES COLLIER PROPERTIES INC
3333 MILLER PARK SOUTH
GARLAND, TX 75042

SALEHOUN FAMILY LIMITED PARTNERSHIP
39650 LYNDON B JOHNSON FWY
DALLAS, TX 75237

MIDDLE BROOKS HOLDINGS LLC
513 SAINT MARY ST
ROCKWALL, TX 75087

MOORE MICHAEL F
557 MARIAH BAY DR
HEATH, TX 75032

MOORE MICHAEL F
557 MARIAH BAY DR
HEATH, TX 75032

CAVENDER INVESTMENT PROPERTIES E LTD
7820 SOUTH BROADWAY
TYLER, TX 75703

ROCKWALL 549/I30 PARTNERS LP
8750 N CENTRAL EXPWY SUITE 1735
DALLAS, TX 75231

CONVEYOR I30 PARTNERS LP
8750 N CENTRAL EXPY SUITE 1735
DALLAS, TX 75231

MIRANDA VINOD
9105 BRIARCREST DR
ROWLETT, TX 75088

LOVE'S COUNTRY STORES INC
PO BOX 26210
OKLAHOMA CITY, OK 73126

ROCKWALL AA RE LLC
PO BOX 775
ROYSE CITY, TX 75189

Kimley»Horn

January 19, 2024

Mr. Ryan Miller
Director of Planning
City of Rockwall
385 S. Goliad
Rockwall, TX 75087

RE: Proposed Zoning Change at NWC of FM 3549 and IH-30
Letter of Explanation
Rockwall, Texas

Mr. Miller:

At the request of the Owner parcel 114981, 114982, 26819 and 26818 per Rockwall CAD, we are requesting a zoning change of the approximately 66 acres of land at the northwest corner of FM 3549 and Interstate 30. We are requesting a Planned Development (PD) zoning change from Commercial (C) to Planned Development (PD) Zoning District.

Sincerely,

Anthony Loeffel, P.E.

TRACT 1

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77 and John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being all of Lot 1R, Block C of Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the Plat thereof recorded in Instrument No. 20210000008470 of the Plat Records of Rockwall County, Texas.

TRACT 2

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and being a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8" iron rod with a cap stamped "TXDOT" found for the southwest corner of said Lot 1, Block D and the northeast corner of the intersection of northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way) with the easterly right-of-way line of Conveyors Street (a 60-foot right-of-way), same being at the beginning of a non-tangent curve to the right with a radius of 397.84 feet, a central angle of 13°52'57", and a chord bearing and distance of North 10°51'16" West, 96.16 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, and with said non-tangent curve to the right, an arc distance of 96.40 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

THENCE North 03°13'23" West, continuing along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, passing at a distance of 228.03 feet a 5/8" iron rod with a red plastic cap stamped "KHA" found for the northernmost southwest corner of said Lot 1, Block B, continuing along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street a total distance of 706.26 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'45" East, 308.22 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street the following courses and distances:

> In a northerly direction, with said tangent curve to the right, an arc distance of 309.12 feet to the beginning of a reverse curve to the left with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'50" East, 125.86 feet, from which a 5/8" iron rod with plastic cap stamped "KHA" found bears South 57°02'14" East, a distance of 0.35 feet;
>
> In a northerly direction, with said reverse curve to the left, an arc distance of 126.15 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found for corner;
>
> North 01°43'20" West, a distance of 9.59 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the most southerly northwest corner of said Lot 1, Block B same being the southernmost end of a right-of-way corner clip at the intersection of the east right-of-way line of said Conveyors Street and the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas;

THENCE North 43°16'40" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the northernmost end of said right-of-way clip same being the most northerly northwest corner of said Lot 1, Block B;

THENCE North 88°16'40" East, along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, a distance of 261.47 feet to a point for corner on the easterly line of said 8.40 gross acre tract and the westerly line of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, Real Property Records of Rockwall County, Texas;

THENCE South 01°12'38" East, departing the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a 1/2-inch iron rod found for the easterly, southeast corner of said 8.40 gross acre tract and the northeast corner of a called 1.00 acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, Real Property Records of Rockwall County, Texas, same also being an ell corner of said Lot 1, Block B;

THENCE South 87°29'50" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract;

THENCE South 01°17'14" East, departing the southerly line of said Lot 1, Block B, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing aforesaid Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod with a plastic cap, stamped "RPLS 5034" found for the southwest corner of said 1.00-acre tract, the southerly and the southeast corner of said 8.40 gross acre tract, same being on the southerly line of aforesaid Lot 1, Block D and the northerly right-of-way line of aforesaid Interstate Highway 30;

THENCE South 72°46'08" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block D and along the northerly right of way line of said Interstate Highway 30, a distance of 136.40 feet to the **POINT OF BEGINNING** and containing 349,085 square feet or 8.014 acres of land, more or less.

TRACT 3

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, and all of a called 1.00-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, both of the Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8" iron rod with a red plastic cap stamped "KHA" found for the most southerly southeast corner of said Lot 1, Block B and in the northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way);

THENCE along the common line of said Lot 1, Block B and the northerly right-of-way line of said Interstate Highway 30, the following courses and distances:

> South 72°46'18" West, a distance of 384.46 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;
>
> South 64°14'27" West, a distance of 202.24 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

THENCE South 72°46'08" West, continuing along said common line and the south line of said Lot 1, Block D, and passing at a distance of 1507.74 feet a 5/8" iron rod with a red plastic cap stamped "KHA" found for the southeast corner of said Lot 1, Block D, continuing along said line a total distance of 1,677.69 feet to a 1/2-inch iron rod found for the southwest corner of aforesaid 1.00-acre tract, same being the southerly, southeast corner of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas;

THENCE North 01°17'14" West, departing the northerly right-of-way line of said Interstate Highway 30 and the southerly line of said Lot 1, Block D, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing said Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract, same also being on a southerly line of aforesaid Lot 1, Block B;

THENCE North 87°29'50" East, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northeast corner of said 1.00-acre tract and the easterly, southeast corner of said 8.40 gross acre tract and an ell corner of said Lot 1, Block B, same being on the westerly line of aforesaid 80.79-acre tract;

THENCE North 01°12'38" West, departing the southerly line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a point for on the corner on the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas and the north line of said Lot 1, Block B;

THENCE along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, the following courses and distance:

North 88°16'40" East, a distance of 331.59 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a tangent curve to the left with a radius of 1,592.50 feet, a central angle of 17°40'38", and a chord bearing and distance of North 79°26'21" East, 489.38 feet;

In an easterly direction, with said tangent curve to the left, an arc distance of 491.33 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a reverse curve to the right with a radius of 3,979.40 feet, a central angle of 18°16'32", and a chord bearing and distance of North 79°44'18" East, 1,263.93 feet;

In an easterly direction, with said reverse curve to the right, an arc distance of 1,269.31 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;

North 88°52'34" East, a distance of 49.83 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the most northerly northeast corner of said Lot 1, Block B same being the northernmost end of a right-of-way corner clip at the intersection of the south right-of-way line of said Justin Road and the west right-of-way line of F.M. Highway 3549 (a variable width right-of-way);

THENCE South 46°07'44" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the southernmost corner of said corner clip same being the most southerly northeast corner of said Lot 1, Block B;

THENCE along the westerly right-of-way line of said F.M. Highway 3549 and the east line of said Lot 1, Block B the following courses and distances:

South 01°08'02" East, a distance of 165.78 feet to a 5/8” iron rod found for corner;

South 01°26'27" West, a distance of 113.61 feet to a 5/8” iron rod found for corner;

South 58°12'55" West, a distance of 98.69 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;

South 01°07'09" East, a distance of 441.34 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for the northernmost southeast corner of said Lot 1, Block B, from which a 5/8” iron rod found (disturbed) bears South 30°38'33” East, a distance of 1.35 feet;

South 35°33'35" West, a distance of 80.25 feet to the **POINT OF BEGINNING** and containing 2,175,068 square feet or 49.933 acres of land, more or less.

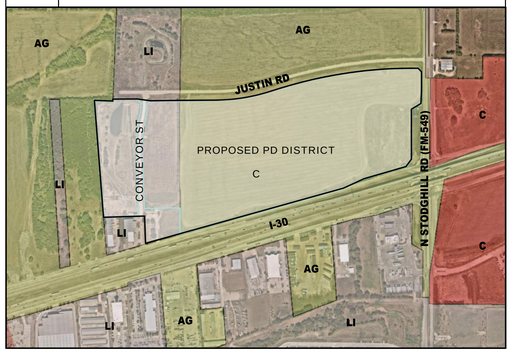
Concept Plan Informational Statement

The development will be primarily commercial and retail, aligned with the City of Rockwall's Comprehensive Plan, "*OURHometown 2040 Vision Comprehensive Plan*" (2018 Update). Notable exceptions are up to two proposed residential buildings in Area B. These residential buildings will provide a desirable 'mixed-use' look and feel to the overall development. The total acreage of the development is *67.59* acres and will be completed in phases. It is anticipated that Area A will be completed in 2025. Area B is expected to be developed over the next five years, with the entire development estimated to be complete in 2030.

Aerial Photo Showing Boundaries of the Proposed PD Concept Plan

TITLE BLOCK VERSION: 20210830

SITE LOCATION & ADJACENT LAND USES*



*NOT TO SCALE

NOTES

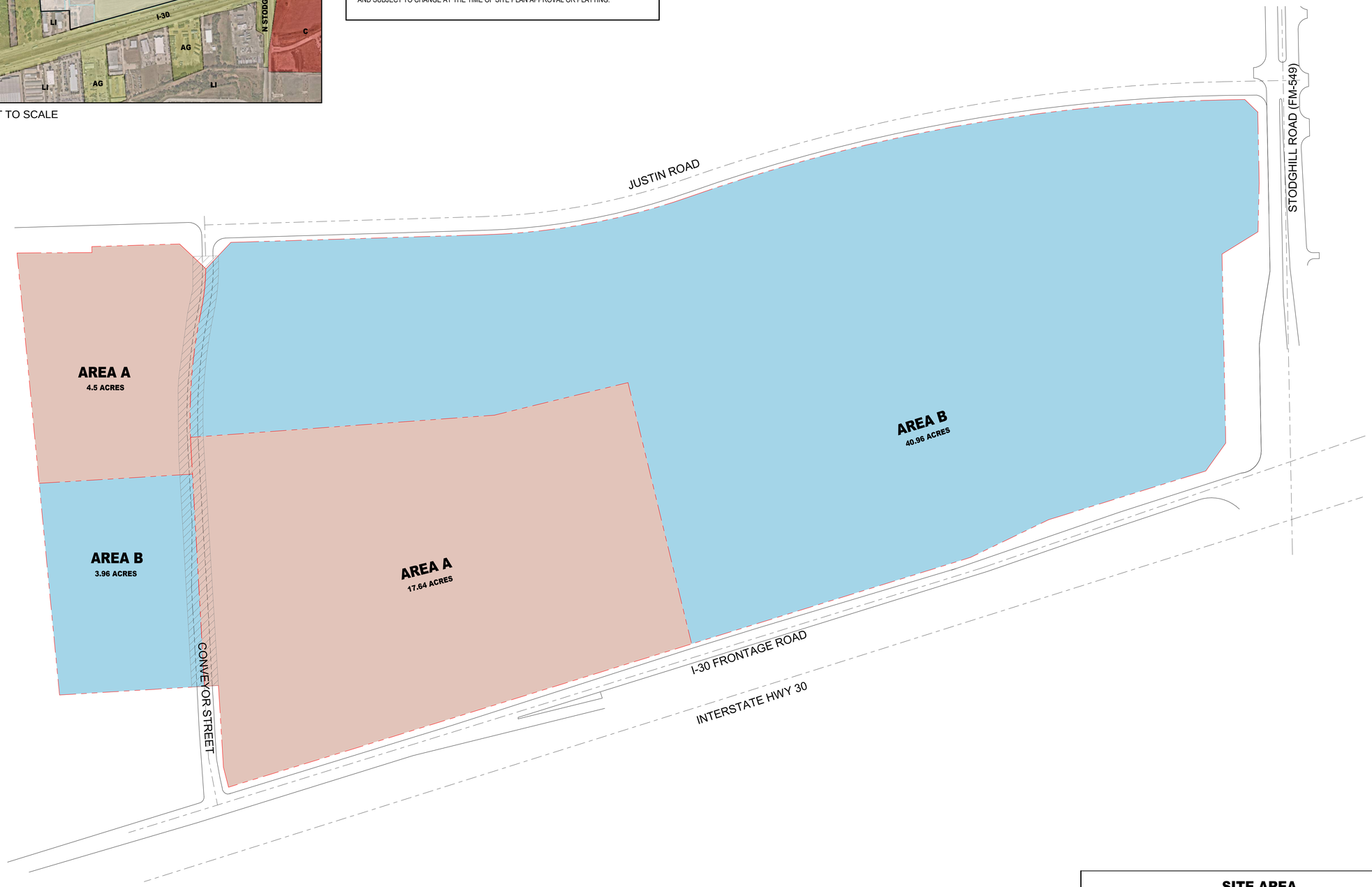
1. EXISTING CONVEYOR STREET DEDICATION TO BE ABANDONED AND TO BECOME PART OF THE SITE.

2. TOTAL PROPOSED PD DISTRICT SIZE INCLUDES THE CONVEYOR STREET ABANDONMENT.

3. CONDOMINIUM PROJECTS ARE PERMITTED IN AREA B. A MAXIMUM OF 2 CONDOMINIUM PROJECTS ARE PERMITTED, AND EACH PROJECT IS LIMITED TO 250 DWELLING UNITS.

4. PEDESTRIAN TRAFFIC/CONNECTION TO FUTURE DEVELOPMENT TO COMPLY WITH UDC ARTICLE 05, SECTION 4, SUBSECTION 04.01 AND TO BE SUBMITTED AS PART OF PD SITE PLAN.

5. THE LOCATION AND SIZE OF EACH AREA SHOWN ON THIS PLAN ARE APPROXIMATE AND SUBJECT TO CHANGE AT THE TIME OF SITE PLAN APPROVAL OR PLATTING.



PROPERTY LINES

ROAD CENTERLINE

CONVEYOR STREET ABANDONMENT

APPROX. SIZE = 1.37 ACRES

SCALE: 1" = 100'

0 50' 100' 200'

SITE AREA		
TOTAL AREA	**APPROX. SIZE**	**USE**
A	22.14 ACRES	COMMERCIAL
B	44.92 ACRES	CONDOMINIUM AND COMMERCIAL
TOTAL PD DISTRICT	67.06 ACRES	

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HKS

OWNER
ROCKWALL 549/1-30 PARTNERS, LP & CONVERYOR 130 PARTNERS, LP

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

ARCHITECT
GREENBERG FARROW
92 EAST MAIN ST, SUITE 410
SOMERVILLE, NJ 08876

CIVIL ENGINEER
KIMLEY HORN
TWO GALLERIA OFFICE TOWER, SUITE 700
DALLAS, TX 75240

LANDSCAPE
STUDIO OUTSIDE
824 EXPOSITION AVE, SUITE 5
DALLAS, TX 75226

ROCKWALL COMMERCIAL ADDITION - LOT 1, BLOCK B LOT 1R, BLOCK C & LOT 1, BLOCK D

PROJECT ADDRESS: 89.607 ACRES: LOT 1, BLOCK B; LOT 1R, BLOCK C; AND LOT 1, BLOCK D
JOHN ROSS SURVEY, ABSTRACT NO. 187
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

SEAL & SIGNATURE

KEY PLAN

N

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
26068.000
DATE
01/19/24
ISSUE

SHEET TITLE
PD CONCEPT PLAN

SHEET NO.
01

PRINT DATE: 1/19/2024 10:39:58 AM TEMPLATE VERSION: 23.0.4

TITLE BLOCK VERSION: 2021/0630

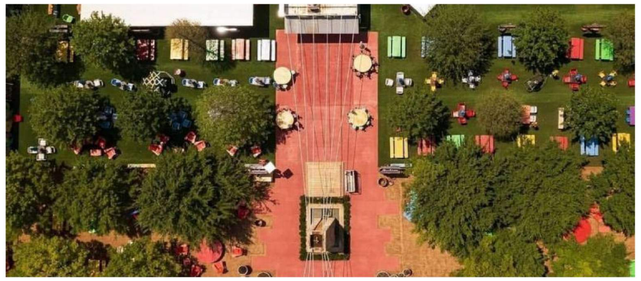
Legacy West — Plano, TX

Retail + Office: 415,000 SF

Food Hall: 55,000 SF

Residential: 1300 Units

Hotel: 300 Rooms



Trinity Groves — Dallas, TX

Retail: 30,000 SF

Residential: 350 Units

The Domain — Austin, TX

Retail: 685,000SF

Office: 80,000SF

Residential: 400 Units

Snider Plaza — Dallas, TX

Shops at Park Lane — Dallas, TX

Retail: 550,000 SF

Office: 500,000 SF

Residential: 550 Units

Watters Creek — Allen, TX

Retail: 520,000 SF

Office: 170,000 SF

Residential: 285 Units

NOTES

1. IMAGERY DEPICTED IS ILLUSTRATIVE AND NON-BINDING.

HKS

OWNER
ROCKWALL 549/1-30 PARTNERS, LP & CONVERYOR 130 PARTNERS, LP

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

ARCHITECT
GREENBERG FARROW
92 EAST MAIN ST, SUITE 410
SOMERVILLE, NJ 08876

CIVIL ENGINEER
KIMLEY HORN
TWO GALLERIA OFFICE TOWER, SUITE 700
DALLAS, TX 75240

LANDSCAPE
STUDIO OUTSIDE
824 EXPOSITION AVE, SUITE 5
DALLAS, TX 75226

ROCKWALL COMMERCIAL ADDITION - LOT 1, BLOCK B LOT 1R, BLOCK C & LOT 1, BLOCK D

PROJECT ADDRESS: 88.667 ACRES: LOT 1, BLOCK B; LOT 1R, BLOCK C; AND LOT 1, BLOCK D
FM 549 & I-30
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

SEAL & SIGNATURE

KEY PLAN

N

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
26068.000

DATE
01/17/24

ISSUE

SHEET TITLE
AFFINITY IMAGERY

SHEET NO.
03

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PRINT DATE: 1/19/2024 11:14:50 AM TEMPLATE VERSION: 23.0.4

Exhibit __
Development Standards

1. Definitions.

    a. Area A means Area A as conceptually shown on the Concept Plan, with final boundaries to be determined at the time of site plan and platting.

    b. Area B means Area B as conceptually shown on the Concept Plan, with final boundaries to be determined at the time of site plan and platting.

    c. Concept Plan means the PD Concept Plan attached to this Ordinance as **Exhibit A.**

    d. Condominium means a multi-family dwelling unit, within which designated dwelling units are conveyed fee simple title, with an undivided interest in the building's common elements, to include, but not be limited to, halls, stairs, elevators, roof, parking space, and the land when the building is not constructed on leased land.

    e. Building Coverage means the percentage of the lot that is occupied by the building area, including parking structures and accessory buildings.

    f. Property means the 67.59-acre tract of land described on **Exhibit B**, including the existing right-of-way of Conveyor Street.

2. Applicable Regulations. The base zoning district for this planned development shall be the "C" Commercial zoning district. In the event of a conflict between this Ordinance and any other zoning regulations, this Ordinance shall control.

3. Concept Plan. Development of the Property shall generally conform to the concepts illustrated on the Concept Plan. The Concept Plan is intended to be conceptual, and is subject to change with the approval of the City Council at the time of platting or site plan approval. Any change to the Concept Plan authorized by this Section 3 is not considered a zoning amendment, and shall not require an amendment to this Ordinance.

4. PD Development Plan. Prior to submitting a PD site plan for condominium development, a PD development plan shall be submitted and approved in accordance with Section 03.02 of the Unified Development Code. For any other type of development in Area B, a development plan shall be required prior to submittal of a PD site plan if a proposed development does not meet the intent of the Concept Plan or requires waivers not provided for in this Ordinance. A PD development plan shall not be required for any development in Area A.

5. PD Site Plan. Except as otherwise provided in this section, approval of a PD site plan in accordance with Section 03.03 of the Unified Development Code is required. PD site plans may be approved separately for each area shown on the Concept Plan and for each phase of development. A PD site plan may differ from the conceptual information shown on the Concept Plan. The City Council may approve special exceptions to the applicable zoning

regulations as part of the PD site plan approval process upon a finding that the granting of a special exception will not have a detrimental impact on adjacent property. If a PD site plan satisfies all applicable zoning regulations, it shall be approved.

6. Permitted Uses. Except as otherwise provided in this section, all uses permitted in the "C" Commercial zoning district are permitted within the Property at any location to the same extent they are permitted in the "C" commercial zoning district. In addition, the following uses are permitted by right at any location within the Property except as otherwise restricted to Area B below for condominiums and residential accessory uses:

    a. Accessory uses, including a home occupations and all other residential accessory uses and structures in Area B and Area C.

    b. Condominiums are permitted subject to the dwelling unit limitations of this Ordinance, and are not subject to any spacing or other restrictions on location contained in the Unified Development Code.

    c. Office.

    d. Restaurant, any size, with or without a drive-through or drive-in.

    e. Retail.

    f. Warehouse distribution center as an accessory to a retail use.

7. Development Standards. The Property shall comply with the development standards applicable to property located in a "C" Commercial Zoning District, including the standards in Article 05, Section 04 of the Unified Development Code, except as follows or otherwise provided in this Ordinance:

    a. For Area A, the minimum building setback from any property line along the boundary of this planned development shall be ten feet, and no other building setback requirements shall apply.

    b. For Area A, the maximum building coverage shall be 60 percent. No other building coverage restrictions or building floor area restrictions of any type apply.

    c. For Area A, the maximum building height shall be 75 feet and three stories. For Area B, the maximum building height shall be 75 feet and five stories.

    d. Condominium development is limited to a maximum of two projects, each with a maximum of 250 condominium dwelling units. No other residential density restrictions shall apply to condominiums, and there shall be no minimum lot area per dwelling unit.

8. Off-Street Parking. The following requirements apply to Area A:

a. Minimum parking requirements shall be based on the requirements set forth on **Exhibit C.** Each land use within a single business in a building shall be parked according to the use's parking requirement on **Exhibit C** and square footage shown on a floorplan.

b. There are no restrictions on location of parking spaces, including, but not limited to, restrictions on the number of parking rows or spaces that may be located between a building facade and any adjacent roadway or property line.

9. Off-Street Loading. The following requirements apply to Area A:

a. There are no restrictions on location or orientation of loading docks or loading areas.

b. No wall or fencing of any type shall be required to screen loading areas. Screening requirements may be satisfied solely with live screening.

c. Noise attenuation devices are not required for loading docks.

10. Parkland. Parkland dedication requirements may be satisfied by payment of a fee in lieu of dedication at the option of the developer.

11. Open Space. A minimum of 20 percent of the lot area of a residential use shall be devoted to open space. No open space is required for non-residential development.

12. Building Materials and Design Standards. The following requirements apply to Area A:

a. Permitted building materials include stone, brick, glass curtain wall, aluminum and glass storefront, glass block, tile, prefabricated metal panel, custom painted tilt up concrete panel, and custom Concrete Masonry Units (CMU) (i.e. CMUs that have been sandblasted, burnished or that have a split face -- light weight block or smooth faced CMU shall be prohibited). In addition, the use of cementitious materials (e.g. fiber cement, stucco, cementitious lap siding, tilt up concrete or similar materials approved by the Director of Planning and Zoning or his/her designee) shall be permitted without limitation for use on a building's exterior facade; however, stucco shall not be used within the first four (4) feet from grade on a building's facade. Accent brick and stone are permitted, but not required. No other restrictions on building materials shall apply.

b. A building shall not be required to be architecturally finished on all sides.

c. Building articulation requirements shall not apply.

d. Flat roofs are permitted. Parapets shall not be required; however, rooftop equipment shall meet the requirements of this Ordinance.

e. A building shall be required to have a minimum of two of the architectural elements listed in Article 05 Section 06.02(C)(4).

13. Screening. The following requirements apply to Area A:

    a. No wall or fencing of any type shall be required as screening. Screening requirements may be satisfied solely with live screening.

    b. Roof mounted equipment shall not be visible from grade level at any boundary of the platted lot on which they are located. No other roof mounted equipment screening requirement shall apply.

    c. Other than loading dock and rooftop equipment screening and landscape buffers, uses within Area A do not require any screening or buffering from any surrounding uses or zoning districts.

14. Landscaping. For Area A, required landscaping buffers shall incorporate ground cover, a built-up berm, and shrubbery, but no wall or fencing of any type shall be required.

15. Miscellaneous.

    a. The P&Z may approve alternative fencing materials and designs.

    b. In Area A, there shall be no restriction on the number or location of freestanding flagpoles, and the maximum height for a freestanding flagpole shall be 75 feet.

16. Signs.

    a. In Area A:

        i. In addition to all other permitted signs, each wall of a building is permitted to contain on-premise attached signs that are, in the aggregate, a maximum of 15 percent of the area of such wall. Such signs include all attached signs, including, but not limited to, projection signs, marquee signs, and seasonal or temporary signs. There is no restriction on the number of attached signs. There is no additional restriction on the size or location of a canopy sign. Canopy signs may extend above or below the canopy band.

        ii. Sign brackets or supports for wall signs may project more than two inches from the wall to which they are attached.

    b. In Area A, one freestanding digital sign is permitted subject to the following restrictions:

        i. The maximum height shall be ___ feet.

        ii. The maximum width shall be ___ feet.

        iii. The minimum setback from the lot line shall be ___ feet.

        iv. The sign shall display static changeable messages that change no more than once every ___ seconds.

v. The sign may display on-premise and off-premise messages. If the sign is an off-premise sign, it must comply with all applicable state regulations to the extent any such regulations apply based on the location and orientation of the sign.

c. In Area A, in addition to all other permitted signs, two permanent on-premise banner signs are permitted subject to the restrictions below applicable to temporary banners. The messages on these permanent banners may change without requiring a sign permit.

d. In Area A, in addition to all other permitted signs, temporary banners are permitted subject to the following restrictions:

i. A banner may be used for advertisement of events, activities, products or commodities related to the premises, including products sold on the premises.

ii. A banner shall not exceed 700 square feet in area.

iii. A banner must be suspended or hanging from a building or sign, and shall meet city safety requirements related to how to attach a banner to a building or sign.

iv. Banners shall be maintained in a state of good condition during the entire time they are erected.

v. No temporary banner sign shall require a sign permit.

vi. Multiple temporary banner signs are permitted at one time.

vii. No other restrictions shall apply to a banner.

e. In Area A, in addition to all other permitted signs, one freestanding monopole that is a maximum of 120 feet in height. Such sign may have multiple sign faces, and no individual sign face shall exceed 600 square feet in area. The cumulative maximum sign face area for all faces on such sign shall be 1,800 square feet. Such sign may be illuminated. Such sign shall have a minimum ten foot setback from the lot lines, and no other setbacks shall apply. Such sign shall be an on-premise sign.

f. In addition to all other permitted signs, freestanding traffic signs and other directional signs are permitted at any location within the Property subject to the following restrictions:

i. Such signs may contain the business name and/or logo for any business within the planned development district and shall direct traffic within the development, and shall contain no other commercial message.

ii. The maximum sign area shall be six square feet, and the maximum overall sign height shall be four feet.

iii. The number of signs is not limited.

iv. The signs may be illuminated or non-illuminated.

v. There shall be no minimum setback.

vi. Signs may be permanent, and shall require a sign permit.

vii. No other restrictions shall apply.

g. In Area B, in addition to all other permitted signs, a maximum of three pylon signs are permitted that meet the following requirements:

i. One pylon sign shall be located along Stodgehill Road, and the remaining two pylon signs shall be located along Interstate 30.

ii. The maximum height shall be ___ feet.

iii. The maximum width shall be ___ feet.

iv. The minimum setback from the lot line shall be ___ feet.

v. Pylon signs may be illuminated or non-illuminated.

vi. Pylon signs shall be on-premise signs.

Exhibit A
Concept Plan

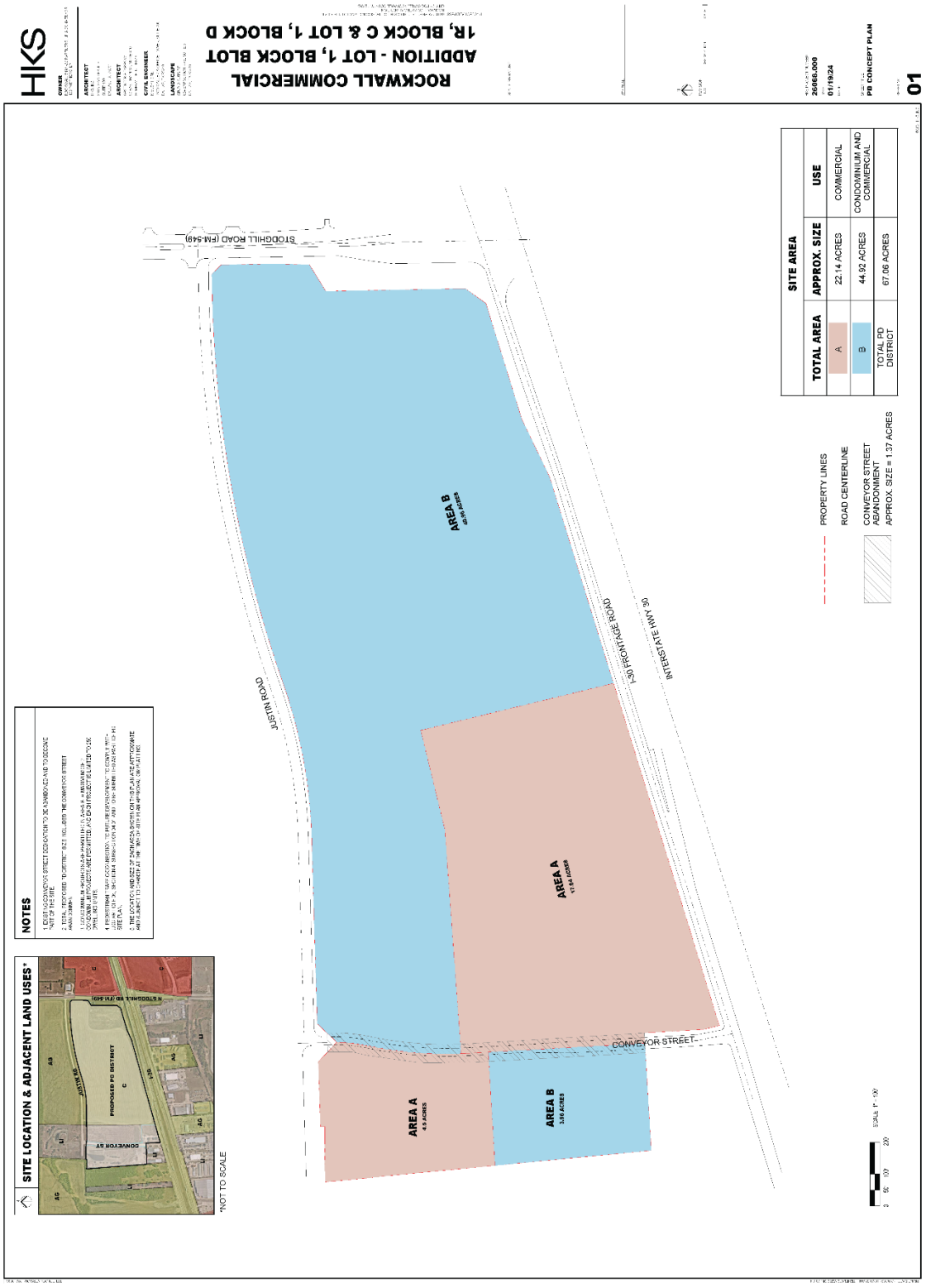

Exhibit B
Metes and Bounds Description of the Property

TRACT 1:

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77 and John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being all of Lot 1R, Block C of Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the Plat thereof recorded in Instrument No. 20210000008470 of the Plat Records of Rockwall County, Texas.

TRACT 2:

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and being a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8" iron rod with a cap stamped "TXDOT" found for the southwest corner of said Lot 1, Block D and the northeast corner of the intersection of northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way) with the easterly right-of-way line of Conveyors Street (a 60-foot right-of-way), same being at the beginning of a non-tangent curve to the right with a radius of 397.84 feet, a central angle of 13°52'57", and a chord bearing and distance of North 10°51'16" West, 96.16 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, and with said non-tangent curve to the right, an arc distance of 96.40 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

THENCE North 03°13'23" West, continuing along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, passing at a distance of 228.03 feet a 5/8" iron rod with a red plastic cap stamped "KHA" found for the northernmost southwest corner of said Lot 1, Block B, continuing along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street a total distance of 706.26 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'45" East, 308.22 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street the following courses and distances:

> In a northerly direction, with said tangent curve to the right, an arc distance of 309.12 feet to the beginning of a reverse curve to the left with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'50" East, 125.86 feet, from which a 5/8" iron rod with plastic cap stamped "KHA" found bears South 57°02'14" East, a distance of 0.35 feet;
>
> In a northerly direction, with said reverse curve to the left, an arc distance of 126.15 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found for corner;
>
> North 01°43'20" West, a distance of 9.59 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the most southerly northwest corner of said Lot 1, Block B same being the southernmost end of a right-of-way corner clip at the intersection of the east right-of-way line of said Conveyors Street and the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas;

THENCE North 43°16'40" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the northernmost end of said right-of-way clip same being the most northerly northwest corner of said Lot 1, Block B;

THENCE North 88°16'40" East, along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, a distance of 261.47 feet to a point for corner on the easterly line of said 8.40 gross acre tract and the westerly line of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, Real Property Records of Rockwall County, Texas;

THENCE South 01°12'38" East, departing the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a 1/2-inch iron rod found for the easterly, southeast corner of said 8.40 gross acre tract and the northeast corner of a called 1.00 acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, Real Property Records of Rockwall County, Texas, same also being an ell corner of said Lot 1, Block B;

THENCE South 87°29'50" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract;

THENCE South 01°17'14" East, departing the southerly line of said Lot 1, Block B, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing aforesaid Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod with a plastic cap,

stamped “RPLS 5034” found for the southwest corner of said 1.00-acre tract, the southerly and the southeast corner of said 8.40 gross acre tract, same being on the southerly line of aforesaid Lot 1, Block D and the northerly right-of-way line of aforesaid Interstate Highway 30;

THENCE South 72°46'08" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block D and along the northerly right of way line of said Interstate Highway 30, a distance of 136.40 feet to the **POINT OF BEGINNING** and containing 349,085 square feet or 8.014 acres of land, more or less.

TRACT 3:

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, and all of a called 1.00-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, both of the Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8” iron rod with a red plastic cap stamped “KHA” found for the most southerly southeast corner of said Lot 1, Block B and in the northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way);

THENCE along the common line of said Lot 1, Block B and the northerly right-of-way line of said Interstate Highway 30, the following courses and distances:

> South 72°46'18" West, a distance of 384.46 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for corner;
>
> South 64°14'27" West, a distance of 202.24 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for corner;

THENCE South 72°46'08" West, continuing along said common line and the south line of said Lot 1, Block D, and passing at a distance of 1507.74 feet a 5/8” iron rod with a red plastic cap stamped “KHA” found for the southeast corner of said Lot 1, Block D, continuing along said line a total distance of 1,677.69 feet to a 1/2-inch iron rod found for the southwest corner of aforesaid 1.00-acre tract, same being the southerly, southeast corner of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas;

THENCE North 01°17'14" West, departing the northerly right-of-way line of said Interstate Highway 30 and the southerly line of said Lot 1, Block D, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing said Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract, same also being on a southerly line of aforesaid Lot 1, Block B;

THENCE North 87°29'50" East, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northeast corner of said 1.00-acre tract and the easterly, southeast corner of said 8.40 gross acre tract and an ell corner of said Lot 1, Block B, same being on the westerly line of aforesaid 80.79-acre tract;

THENCE North 01°12'38" West, departing the southerly line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a point for on the corner on the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas and the north line of said Lot 1, Block B;

THENCE along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, the following courses and distance:

> North 88°16'40" East, a distance of 331.59 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a tangent curve to the left with a radius of 1,592.50 feet, a central angle of 17°40'38", and a chord bearing and distance of North 79°26'21" East, 489.38 feet;
>
> In an easterly direction, with said tangent curve to the left, an arc distance of 491.33 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a reverse curve to the right with a radius of 3,979.40 feet, a central angle of 18°16'32", and a chord bearing and distance of North 79°44'18" East, 1,263.93 feet;
>
> In an easterly direction, with said reverse curve to the right, an arc distance of 1,269.31 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;
>
> North 88°52'34" East, a distance of 49.83 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the most northerly northeast corner of said Lot 1, Block B same being the northernmost end of a right-of-way corner clip at the intersection of the south right-of-way line of said Justin Road and the west right-of-way line of F.M. Highway 3549 (a variable width right-of-way);

THENCE South 46°07'44" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the southernmost corner of said corner clip same being the most southerly northeast corner of said Lot 1, Block B;

THENCE along the westerly right-of-way line of said F.M. Highway 3549 and the east line of said Lot 1, Block B the following courses and distances:

South 01°08'02" East, a distance of 165.78 feet to a 5/8” iron rod found for corner;

South 01°26'27" West, a distance of 113.61 feet to a 5/8” iron rod found for corner;

South 58°12'55" West, a distance of 98.69 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;

South 01°07'09" East, a distance of 441.34 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for the northernmost southeast corner of said Lot 1, Block B, from which a 5/8” iron rod found (disturbed) bears South 30°38'33” East, a distance of 1.35 feet;

South 35°33'35" West, a distance of 80.25 feet to the **POINT OF BEGINNING** and containing 2,175,068 square feet or 49.933 acres of land, more or less.

TRACT 4: CONVEYOR STREET (TO BE ABANDONED):

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77, and the John Lockhart, Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas, and being a portion of Conveyors Street (60' wide public right-of-way)(Cabinet B, Slide 206, Plat Records, Rockwall County, Texas) and being more particularly described by metes and bounds as follows:

BEGINNING at a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the northernmost northwest corner of Lot 1, Block B, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, common to the north corner of a corner clip at the intersection of the southerly right-of-way line of Justin Road (85' wide public right-of-way)(Instrument No. 20210000008470, said Plat Records) and the easterly right-of-way line of said Conveyors Street;

THENCE South 43°16'40" West, with said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the south corner of said corner clip;

THENCE with the common line of said Lot 1, Block B and said Conveyors Street the following courses and distances:

South 01°43'20" East, a distance of 9.59 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of South 05°05'50" West, 125.86 feet;

In a southerly direction, with said tangent curve to the right, an arc distance of 126.15 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a reverse curve to the left with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of South 04°20'45" West, 308.22 feet;

In a southerly direction, with said reverse curve to the left, an arc distance of 309.12 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for corner;

South 03°13'23" East, passing at a distance of 478.23 feet a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the westernmost southwest corner of said Lot 1, Block B, and continuing along the same course and with the common line of Lot 1, Block D, Rockwall Commercial Park, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, said Plat Records, for a total distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" set for corner;

THENCE South 86°46'37" West, departing said common line and crossing said Conveyors Street, a distance of 60.00 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the southeast corner of Lot 1R, Block C, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, same being the northeast corner of a tract of land described in a deed to Donna Cullins Pritchard and Kimberly Cullins Collichio, recorded in Volume 7346, Page 158, Real Property Records, Rockwall County, Texas;

THENCE with the common line of said Lot 1R, Block C and said Conveyors Street the following courses and distances:

North 03°13'23" West, a distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 1,230.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'47" East, 324.03 feet;

EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES
E.M. ELLIOT SURVEY, A-77 &
JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

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Frisco, Texas 75034 FIRM # 10193822 Fax No. (972) 335-3779

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N/A	JMH	KHA	Jan. 2024	063942002	1 OF 3

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In a northerly direction, with said tangent curve to the right, an arc distance of 324.97 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found at the beginning of a reverse curve to the left with a radius of 470.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'49" East, 111.61 feet;

In a northerly direction, with said reverse curve to the left, an arc distance of 111.87 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for corner;

North 01°43'20" West, a distance of 9.59 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the easternmost northeast corner of said Lot 1R, Block C, common to the south corner of a corner clip at the intersection of the westerly right-of-way line of said Lot 1R, Block C and the southerly right-of-way line of said Justin Road;

THENCE North 46°43'20" West, along said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the northernmost northeast corner of said Lot 1R, Block C, common to the north corner of said corner clip;

THENCE North 88°16'40" East, crossing said Conveyors Street, a distance of 120.00 feet to the **POINT OF BEGINNING** and containing 63,187 square feet or 1.451 acres of land, more or less.

EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES
E.M. ELLIOT SURVEY, A-77 &
JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

PRELIMINARY

THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

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Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N/A	JMH	KHA	Jan. 2024	063942002	2 OF 3

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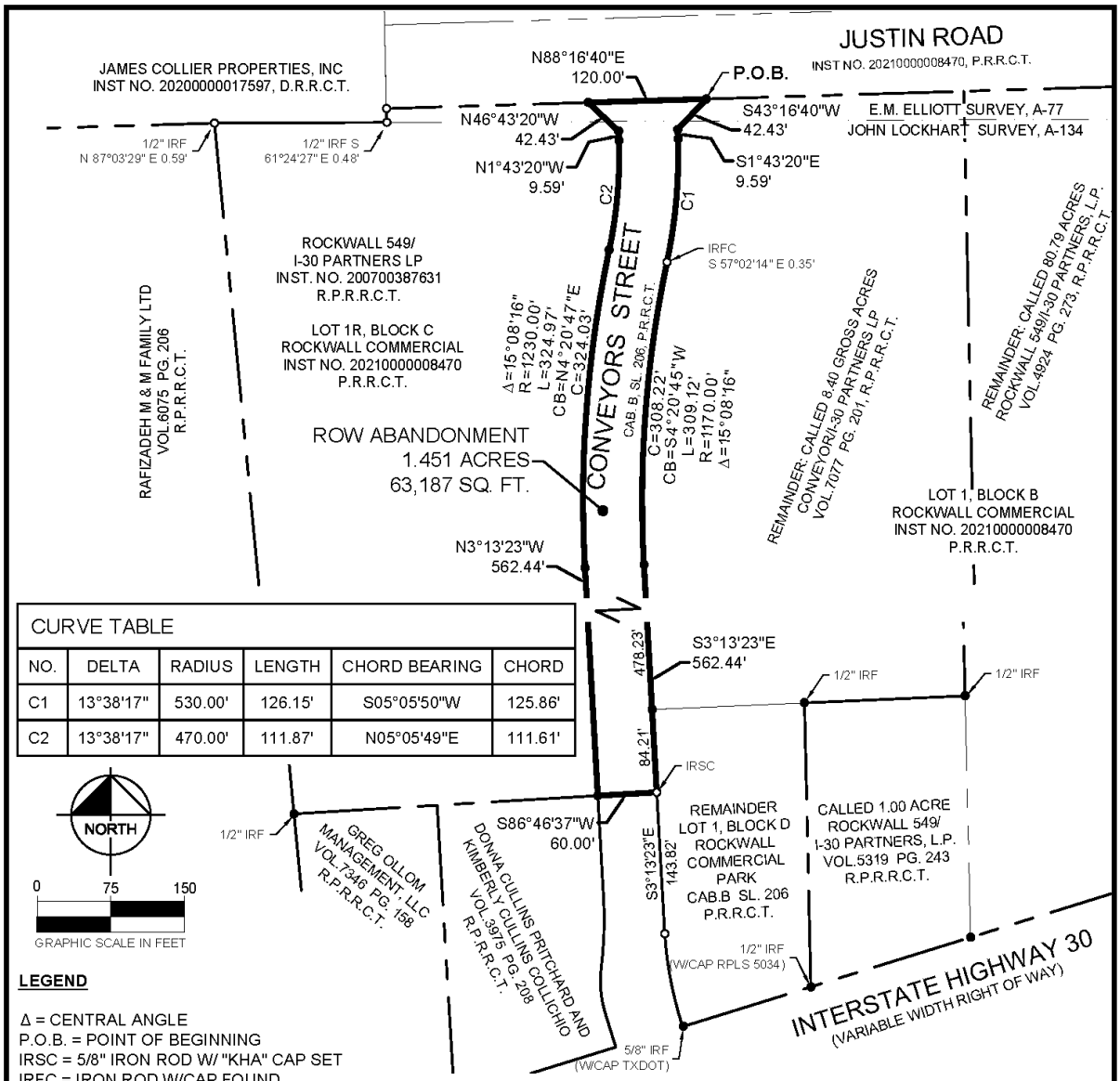

CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	13°38'17"	530.00'	126.15'	S05°05'50"W	125.86'
C2	13°38'17"	470.00'	111.87'	N05°05'49"E	111.61'

LEGEND

Δ = CENTRAL ANGLE
P.O.B. = POINT OF BEGINNING
IRSC = 5/8" IRON ROD W/ "KHA" CAP SET
IRFC = IRON ROD W/CAP FOUND
D.R.C.C.T. = DEED RECORDS, ROCKWALL COUNTY, TEXAS
P.R.R.C.T. = PLAT RECORDS, ROCKWALL, COUNTY, TEXAS
R.P.R.C.C.T. = REAL PROPERTY RECORDS, ROCKWALL COUNTY, TEXAS

●= 5/8" iron rod with cap stamped "KHA" found

NOTES
Bearing system based on the Texas Coordinate System of 1983, North Central Zone (4202), North American Datum of 1983.

PRELIMINARY

THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES

E.M. ELLIOT SURVEY, A-77 &
JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

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Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 150'	JMH	KHA	Jan. 2024	063942002	3 OF 3

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Exhibit C
Minimum Off-Street Parking Requirements

TABLE 5: PARKING REQUIREMENT SCHEDULE

AGRICULTURAL LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Agricultural Uses on Un-Platted Land (25-Acre+)	N/A
Animal Hospital or Clinic	1/500 SF
Animal Production	1/200 SF
Crop Production	N/A
Commercial Corral or Stable	1/2 Horse Stalls
Private Horse Corral or Stable	1/2 Horse Stalls
Wholesale Nursery (Growing Only)	N/A

RESIDENTIAL

LAND USE	MINIMUM PARKING REQUIRED
Boarding or Rooming House	1/75 SF (Sleeping Area Only)
Duplex	2/Dwelling Unit
Guest Quarters/Domestic or Security Unit	1.5/Unit
Multi-Family Unit with One (1) Bedroom	1.5/Unit
Multi-Family Unit with Two (2) Bedroom	2.0/Unit
Multi-Family Unit with Three (3) Bedroom	2.5/Unit
Servants/Caretakers Quarters	1/Bedroom
Single-Family Attached	2/Dwelling Unit
Single-Family Detached	2/Dwelling Unit
Single-Family Townhome	2/Dwelling Unit
Single-Family Zero Lot Line	2/Dwelling Unit

INSTITUTIONAL AND COMMUNITY SERVICE LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Auditorium or Assembly Hall	1/3 Seats or 1/100 SF[1]
Church/House of Worship	1/4 Seats
College, University, or Seminary	1/4 Students
Community Center	1/200 SF
Convalescent Care Facility	1/Bed & 1/Employee on Shift[3]
Nursing Home	1/6 Beds & 1/Employee on Shift[3]
Daycare with Seven (7) of More Children	1/300 SF & 4 Cueing Pickup/Drop-Off
Emergency Ambulance Service	1/300 SF & 1/750 SF of Site Area
Government Facility	1/300 SF
Hospice	1/6 Beds & 1/Employee on Shift[3]
Hospital	1/Bed[2]
Library, Art Gallery, or Museum	1/350 SF
Post Office	1/300 SF Customer Service Area
Retirement Home	1/Bedroom
Residential Care Facility	1/6 Beds & 1/Employee on Shift[3]
Vocational School	1/Student
Public or Private Primary School	1/25 Students
Public or Private Secondary School	1/5 Students

OFFICE AND PROFESSIONAL LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Financial Institution with or without Drive-Through	1/300 SF
Medical Office	1/200 SF
Office Building	1/300 SF

RECREATION, ENTERTAINMENT, AND AMUSEMENT LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Billiard Parlor or Pool Hall	1/100 SF or 1/4 Seats[1]
Indoor Commercial Amusement/Recreation	1/3 Occupancy
Public or Private Community or Recreation Club	3/Game Court or Bowling Alley, 1/250 SF of Assembly Area, & 25% Permitted on Pervious Surface
Public or Private Golf Course	5/Golf Green
Park or Playground	1/1,000 SF of Site Area
Recreation Facility, Health Club, or Gym	3/Game Court & 1/200 SF
Sports Arena, Stadium, and/or Track	1/3 Seats
Private Club	1/100 SF or 1/4 Seats[1]
Theater	1/3 Seats

RECREATION, ENTERTAINMENT, AND AMUSEMENT LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Antique/Collectable	1/250 SF
Auto/Truck Parts and Accessories	1/250 SF
Hair Salon, Manicurist, or Barbershop	1/250 SF
Hotel	1/Unit & 50% of Accessory Uses
Motel	1/Unit & 50% of Accessory Uses
Laundry/Dry Cleaning	1/250 SF
Mailing Service	1/300 SF
Full Service Restaurant	1/100 SF or 1/4 Seats[1]
Limited Service Restaurant	1/250 SF
Retail Store with Gasoline Sales	1/250 SF
General Retail Store	1/250 SF
Art, Photography, or Music Studio	1/250 SF
Veterinarian (*i.e. Not a Hospital or Clinic*)	1/300 SF

COMMERCIAL AND BUSINESS SERVICES LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Building and Landscape Materials	1/250 SF with a Minimum of 5
Commercial Other than Listed	As Determined by the Director
Exhibit Hall	1/100 SF
Medical or Scientific Research Laboratory	As Determined by the Director
Mortuary or Funeral Home	1/300 SF & 1/100 SF for Chapel
Research and Technology	1/500 SF or 1/Employee[1]
Shoe and Boot Repair and Sales	1/250 SF
Trade School	1/20 SF of Classroom Area

AUTO AND MARINE LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Auto Body Repair	2/Service Bay
Auto Mechanical Repair	2/Service Bay
Quick Lube/Oil Change	2/Service Bay
Truck Stop with Fuel and Accessory Services	1/200 SF for Retail/Restaurant, 2/Service Bay, & Mix of Truck and Car Stalls to be Determined by the Director
Truck/Trailer Rental	1/200 SF with a Minimum of 5

INDUSTRIAL AND MANUFACTURING LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Apparel Manufacturing	1/200 SF
Asphalt or Concrete Batch Plant	As Determined by the Director
Industrial and Manufacturing Other Than Listed	As Determined by the Director
Light Assembly and Fabrication	1/500 SF or 0.75/Employee[1&3]
Heavy Manufacturing	1/500 SF or 0.75/Employee[1&3]
Printing, Engraving, and Related Businesses	1/300 SF or 1/Employee[1]
Welding Repair	1/500 SF or 1/2 Employees[1]

INDUSTRIAL AND MANUFACTURING LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Distribution of Books or Other Printed Materials	1/1,000 or 1/2 Employees[1]
Gas/Chemical Bulk Storage	1/2,000 SF of Site Area
Mini-Warehouse	3 Parking Spaces & 1/100 Units
Packaging and/or Distribution	1/2,000 SF of Site Area or 1/2 Employees[1]
Recycling Collection Center and/or Storage	1/1,000 SF or 1/Employee[1]
Warehouse with Inside Storage	1/1,000
Outside Storage	As Determined by the Director
Warehouse Distribution Center	As Determined by the Director

UTILITIES, TRANSPORTATION, AND COMMUNICATION LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Commercial Antenna	1 Parking Space
Telephone Switching Station	1 Parking Space
Electrical Substation	1 Parking Space
Utility Shop and Storage	1/2,000 SF of Site Area
Airport, Heliport, or Landing Field	As Determined by the Director
Helistop	5 Spaces for Commercial and 3 Spaces for Non-Commercial

Notes:

[1]: Whichever is greater.

[2]: As determined by the Director of Planning and Zoning.

[3]: Number of employees.

January 19, 2024

City of Rockwall
Attn: Ryan Miller, AICP
Director of Planning
Department of Planning and Zoning
Rockwall City Hall
385 S. Goliad Street
Rockwall, Texas 75087

Re: Application for Planned Development District Zoning

To Mr. Miller,

The enclosed application for planned development district zoning allows a mix of uses, including retail, commercial, and condominium uses, on the subject property, which is currently zoned "C" Commercial. The purpose of the proposed zoning district is to allow flexibility to develop retail and commercial uses with two condominium phases, each limited to 250 dwelling units. In addition, the applicant is seeking the abandonment and rezoning of internal portions of Conveyor Street, as shown on the proposed PD Concept Plan, to allow the street to become part of the development. Please consider this letter to be a formal request to abandon Conveyor Street. In addition, please notice the Conveyor Street right-of-way as part of the area of request for the PD zoning case and include the right-of-way in the PD zoning ordinance, if approved.

CONVEYOR I-30 PARTNERS, LP

By: Ronald P. Benlin
Name: RONALD P. BENLIN
Title: Partner

ROCKWALL 549/I-30 PARTNERS, LP

By: Ronald P. Benlin
Name: RONALD P. BENLIN
Title: Partner

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77, and the John Lockhart, Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas, and being a portion of Conveyors Street (60' wide public right-of-way)(Cabinet B, Slide 206, Plat Records, Rockwall County, Texas) and being more particularly described by metes and bounds as follows:

BEGINNING at a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the northernmost northwest corner of Lot 1, Block B, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, common to the north corner of a corner clip at the intersection of the southerly right-of-way line of Justin Road (85' wide public right-of-way)(Instrument No. 20210000008470, said Plat Records) and the easterly right-of-way line of said Conveyors Street;

THENCE South 43°16'40" West, with said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the south corner of said corner clip;

THENCE with the common line of said Lot 1, Block B and said Conveyors Street the following courses and distances:

South 01°43'20" East, a distance of 9.59 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found at the beginning of a tangent curve to the right with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of South 05°05'50" West, 125.86 feet;

In a southerly direction, with said tangent curve to the right, an arc distance of 126.15 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found at the beginning of a reverse curve to the left with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of South 04°20'45" West, 308.22 feet;

In a southerly direction, with said reverse curve to the left, an arc distance of 309.12 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for corner;

South 03°13'23" East, passing at a distance of 478.23 feet a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the westernmost southwest corner of said Lot 1, Block B, and continuing along the same course and with the common line of Lot 1, Block D, Rockwall Commercial Park, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, said Plat Records, for a total distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” set for corner;

THENCE South 86°46'37" West, departing said common line and crossing said Conveyors Street, a distance of 60.00 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the southeast corner of Lot 1R, Block C, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, same being the northeast corner of a tract of land described in a deed to Donna Cullins Pritchard and Kimberly Cullins Collichio, recorded in Volume 7346, Page 158, Real Property Records, Rockwall County, Texas;

THENCE with the common line of said Lot 1R, Block C and said Conveyors Street the following courses and distances:

North 03°13'23" West, a distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found at the beginning of a tangent curve to the right with a radius of 1,230.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'47" East, 324.03 feet;

EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES
E.M. ELLIOT SURVEY, A-77 &
JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

MICHAEL MARX
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 5181
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Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N/A	JMH	KHA	Jan. 2024	063942002	1 OF 3

In a northerly direction, with said tangent curve to the right, an arc distance of 324.97 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found at the beginning of a reverse curve to the left with a radius of 470.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'49" East, 111.61 feet;

In a northerly direction, with said reverse curve to the left, an arc distance of 111.87 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for corner;

North 01°43'20" West, a distance of 9.59 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the easternmost northeast corner of said Lot 1R, Block C, common to the south corner of a corner clip at the intersection of the westerly right-of-way line of said Lot 1R, Block C and the southerly right-of-way line of said Justin Road;

THENCE North 46°43'20" West, along said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the northernmost northeast corner of said Lot 1R, Block C, common to the north corner of said corner clip;

THENCE North 88°16'40" East, crossing said Conveyors Street, a distance of 120.00 feet to the **POINT OF BEGINNING** and containing 63,187 square feet or 1.451 acres of land, more or less.

EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES
E.M. ELLIOT SURVEY, A-77 &
JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

PRELIMINARY

THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

MICHAEL MARX
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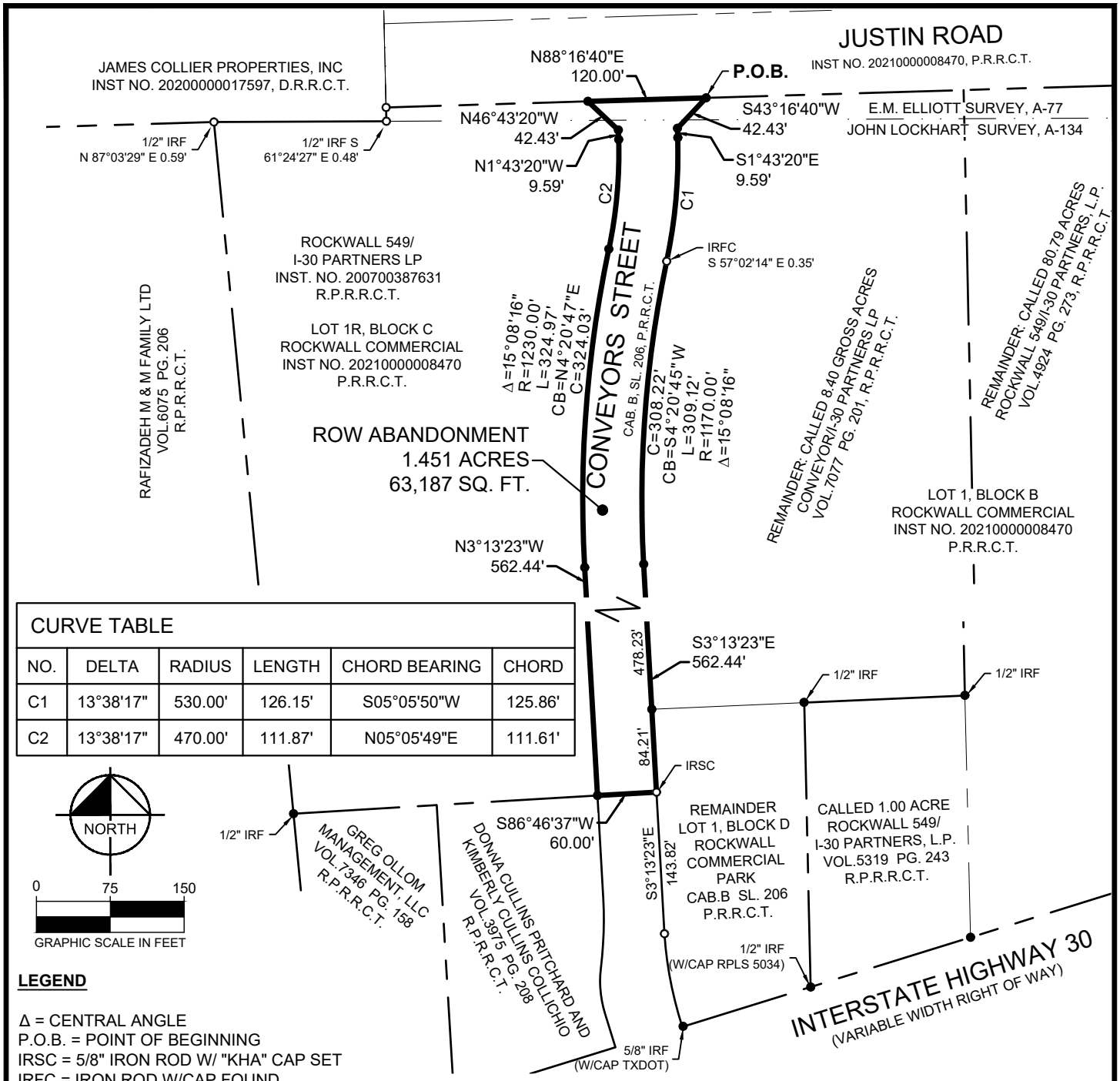
Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N/A	JMH	KHA	Jan. 2024	063942002	2 OF 3



CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	13°38'17"	530.00'	126.15'	S05°05'50"W	125.86'
C2	13°38'17"	470.00'	111.87'	N05°05'49"E	111.61'

LEGEND

Δ = CENTRAL ANGLE
P.O.B. = POINT OF BEGINNING
IRSC = 5/8" IRON ROD W/ "KHA" CAP SET
IRFC = IRON ROD W/CAP FOUND
D.R.C.C.T. = DEED RECORDS, ROCKWALL COUNTY, TEXAS
P.R.R.C.T. = PLAT RECORDS, ROCKWALL, COUNTY, TEXAS
R.P.R.C.C.T. = REAL PROPERTY RECORDS, ROCKWALL COUNTY, TEXAS

●= 5/8" iron rod with cap stamped "KHA" found

NOTES
Bearing system based on the Texas Coordinate System of 1983, North Central Zone (4202), North American Datum of 1983.

EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES
E.M. ELLIOT SURVEY, A-77 &
JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

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Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 150'	JMH	KHA	Jan. 2024	063942002	3 OF 3

PROJECT COMMENTS

CITY OF ROCKWALL
385 S. GOLIAD STREET
ROCKWALL, TEXAS 75087
PHONE: (972) 771-7700

DATE: 1/26/2024

PROJECT NUMBER: Z2024-005
PROJECT NAME: Zoning Change from C to PD
SITE ADDRESS/LOCATIONS: NWC of FM .549 & E. I-30

CASE CAPTION: Hold a public hearing to discuss and consider a request by Anthony Loeffel of Kimley-Horn on behalf of Ronald P. Berlin of Rockwall 549/I-30 Partners, LP and Conveyor I30 Partners, LP for the approval of a Zoning Change from a Commercial (C) District to a Planned Development District for Commercial (C) District land uses on a 66.057-acre tract of land identified as Lot 1, Block B; Lot 1R, Block C; and Lot 1, Block D, Rockwall Commercial Addition, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the IH-30 Overlay (IH-30 OV) District, generally located at the northwest corner of Stodghill Road and the IH-30 Frontage Road, and take any action necessary.

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
	Ryan Miller	01/24/2024	Approved w/ Comments

01/24/2024: Z2024-005; Zoning Change from C to PD
Please address the following comments (M= Mandatory Comments; I = Informational Comments)

I.1 This is a request for a Zoning Change from a Commercial (C) District to a Planned Development District for Commercial (C) District land uses on a 66.057-acre tract of land identified as Lot 1, Block B; Lot 1R, Block C; and Lot 1, Block D, Rockwall Commercial Addition, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the IH-30 Overlay (IH-30 OV) District, and generally located at the northwest corner of Stodghill Road and the IH-30 Frontage Road.
I.2 For questions or comments concerning this case please contact Ryan Miller in the Planning Department at (972) 772-6441 or email rmiller@rockwall.com.
M.3 For reference, include the case number (Z2024-005) in the lower right-hand corner of all pages on future submittals.
I.4 Conformance with the Comprehensive Plan. Based on the submitted materials the following are the pertinent sections of the OURHometown Vision 2040 Comprehensive Plan, and how the proposed zoning change conforms/does not conform to the policies and guidelines contained within this document:

(1) Future Land Use Plan. The subject property is situated within the IH-30 Corridor District and is designated for Special Commercial Corridor land uses. This land use designation, "…is intended to provide an area for commercial/retail and regional commercial/retail activity centers that are intended to support and serve the entire region." In addition, the District Strategies for the IH-30 Corridor District identify the subject property as being designated for a Regional Center (i.e. either a Strip Retail Center, Mixed-Use Center, Town Center, or Regional Designation Center model of development) and being in an Opportunity Zone, which is "(a) segment of the existing corridor with vacant or strategically placed or underutilized land that could be developed or redeveloped with the highest and best use for the corridor." [see Page 1-18 of the OURHometown Vision 2040 Comprehensive Plan.

Staff Response: Based on the submitted materials staff cannot verify conformance with the Future Land Use Plan. Specifically, the lack of a detailed Concept Plan, and the proposed development standards -- which are either less than what the base zoning district requires or to which a full exemption is being requested -- DO NOT provide enough information (or assurances) that a Regional Center is what is being proposed. With this being said, staff has attempted to mitigate this issue in the proposed draft ordinance, and feels that conformance can be obtained by the applicant through the required PD Development Plan for Area B. Area A does conform with the Future Land Use Plan.

(2) Policies and Guidelines. The OURHometown Vision 2040 Comprehensive Plan establishes Goals and Policies that relate to creating high-quality buildings that are constructed for the long-term value of the community and that are easily adaptable to changing market conditions. These sections of the Comprehensive Plan call for highly articulated buildings that are constructed of materials that are reflective of the community, and talk about not allowing corporate branding elements that make rebranding buildings

difficult in the future (see Chapter 7; Goal 5). In addition, the Non-Residential (see Chapter 9) Goals and Policies talk about reducing visual impacts (i.e. screening of loading docks and other visually intrusive elements with non-residential design), designing Big-Box buildings that are segmented and highly articulated, reducing sign clutter, and increasing the use of soft transitions (i.e. berms, buffers, and landscaping). All of these elements appear to be contrary to some of the proposed PD Development Standards. With this being said, staff is of the opinion that this Planned Development District Ordinance presents opportunities that could create a distinctive and unique destination and be a regional land use that is highly desired by the Comprehensive Plan; however, with the information currently provided to staff makes it difficult to verify if the proposed PD Development Standards and Concept Plan achieve this. Based on this, it is a discretionary decision for the Planning and Zoning Commission and City Council to determine if the applicant's request warrants consideration.

I.5 Development Standards. According to Subsection 02.03, Minimum Standards for Non-Residential Planned Development Districts, of Article 10, Planned Development Regulations, of the Unified Development Code (UDC), "…the minimum standards for all non-residential development shall conform to the minimum standards for overlay districts, which are outlined in Subsection 06.02, General Overlay District Standards, of Article 05, District Development Standards." In this case, the proposed development standards are less than what is required by the General Overlay District Standards, and in most cases are less than what the base zoning district requires (i.e. the Commercial [C] District). Please see staff's responses to the proposed Development Standards, which have been provided attached to these comments.

M.6 Concept Plan. On the Concept Plan, please change the 4.50-acre tract of land identified as 'Area A' to 'Area B'. This serves no purpose to be incorporated with the existing 'Area A', but does have value for 'Area B' with regard to the required open space percentage. This change to the Concept Plan will change the acreages for each area as follows: 'Area A' will be 17.64-acres and 'Area B' will be 49.42-acres.

M.7 Please review the attached draft Planned Development District Ordinance and the Right-of-Way Abandonment Ordinance prior to the January 30, 2024 Planning & Zoning Commission meeting, and provide staff with your markups by February 6, 2024.

I.8 Staff has identified the aforementioned items necessary to continue the submittal process. Please make these revisions and corrections, and provide any additional information that is requested. Revisions for this case will be due on February 6, 2024; however, it is encouraged for applicants to submit revisions as soon as possible to give staff ample time to review the case prior to the February 13, 2024 Planning and Zoning Commission Public Hearing Meeting. The Planning and Zoning Commission Work Session Meeting for this case will be held on January 30, 2024.

I.9 The projected City Council meeting dates for this case will be February 20, 2024 [Tuesday] (1st Reading) and March 4, 2024 (2nd Reading).

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
ENGINEERING	Jonathan Browning	01/25/2024	Approved w/ Comments

01/25/2024: General Items:

- Must meet City 2023 Standards of Design and Construction
- 4% Engineering Inspection Fees
- Impact Fees (Water, Sewer, Roadway).
- Minimum easement width is 20' for new easements. No structures including walls allowed in easements.
- Retaining walls 3' and over must be engineered.
- All retaining walls (18" or taller) must be rock or stone face. No smooth concrete walls.
- No signage is allowed within easements or ROW.
- Required 10' utility easement along all street frontages.
- All utilities must be underground. Existing overhead utility lines will need to be placed underground.
- A TIA is required. Review fees apply.
- An Infrastructure study is required. Review fees apply.
- City driveway spacing requirements must be met along Justin. TXDOT driveway spacing requirements must be met along I-30 frontage.
- Due to the lack of detail provided for this site, additional comments may be provided at time of Site Plan.

Drainage Items:

- Detention is required. Drainage calculations based on property zoning, not land area use.
- Detention not allowed in the flood plain
- Existing flow patterns must be maintained.
- Detention ponds must be in a drainage easement.
- No vertical walls allowed in detention easement. Max 4:1 side slopes.
- No public water or sewer allowed within the detention easement.

- The property owner will be responsible for maintaining, repair, and replacement of the detention/drainage systems.
- No grate inlets allowed
- 100-year WSEL must be called out for detention ponds.
- FFE for all buildings must be called out when adjacent to detention pond. Minimum 2' above 100-year WSEL.
- Dumpster areas shall drain to an oil/water spectator and then into the storm system.
- For drainage areas over 20 acres, the drainage design and study is sent to 3rd party consultant for review. Review fees apply.

Water and Wastewater Items:
- Site plan must show existing/proposed utility lines (Water, Sewer, etc.)
- Public sewer to be 8" minimum.
- Any water lines must be a minimum of 8", looped, and must be in a 20' wide easement.
- Only one "use" off a dead-end line (domestic, irrigation, fire sprinkler, fire hydrant, etc.)
- Min 20' utility easements.
- Any utility connects across existing roadways must be completed by dry bore.
- Any utility work in TXDOT ROW will require TxDOT permit.
- Must install 12" water mains per City master plans. Dedicate easements.
- Must continue 12" sewer main along Justin Road per the City master plans. Dedicate easements.
- Must comply with the results of the Water/Sewer Infrastructure study, once completed.
- Commercial sanitary sewer service line size is minimum 6" and must connect to a manhole.
- Water to be 10' separated from storm and sewer lines.

Roadway Paving Items:
- All new paving to be reinforced concrete.
- Fire lane to be 24' wide and in a platted easement.
- No dead-end parking allowed without a city approved turn around.
- Parking to be 20'x9' min.
- Sidewalk required along public and TXDOT roadways.
- Fire lane to have 20' min radius if buildings are less than 30' tall. If any of the buildings are 30' or more, the fire lane will be 30' radius minimum.
- Must build the second half of Justin Road per the City master thoroughfare plans, along with street lights and sidewalks
- No driveways will be allowed along N. Stodghill Road due to driveway spacing requirements.
- TXDOT spacing requirements along I-30 for 40MPH posted speed limit is 305 ft and you may not have a driveway in the ramp gore area.

Landscaping:
- No trees to be with 10' of any public water, sewer or storm line that is 10" in diameter or larger.
- No trees to be with 5' of any public water, sewer, or storm line that is less than 10".

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
BUILDING	Craig Foshee	01/24/2024	Approved w/ Comments

01/24/2024: Approved with the PD requirements that were made with Ryan Miller - Director of Planning & Zoning

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
FIRE	Ariana Kistner	01/22/2024	Approved

No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
GIS	Lance Singleton	01/22/2024	Approved

No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
POLICE	Chris Cleveland	01/22/2024	Approved

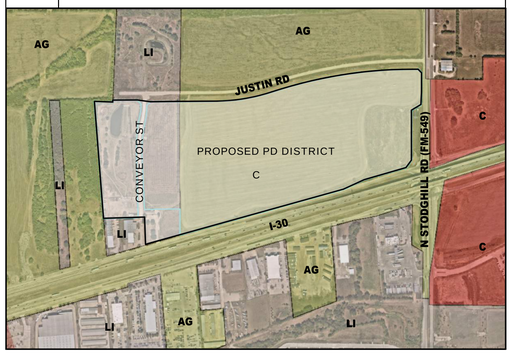
No Comments

DEPARTMENT	REVIEWER	DATE OF REVIEW	STATUS OF PROJECT
PARKS	Travis Sales	01/25/2024	Approved

No Comments

TITLE BLOCK VERSION: 2021(630)

SITE LOCATION & ADJACENT LAND USES*



*NOT TO SCALE

NOTES

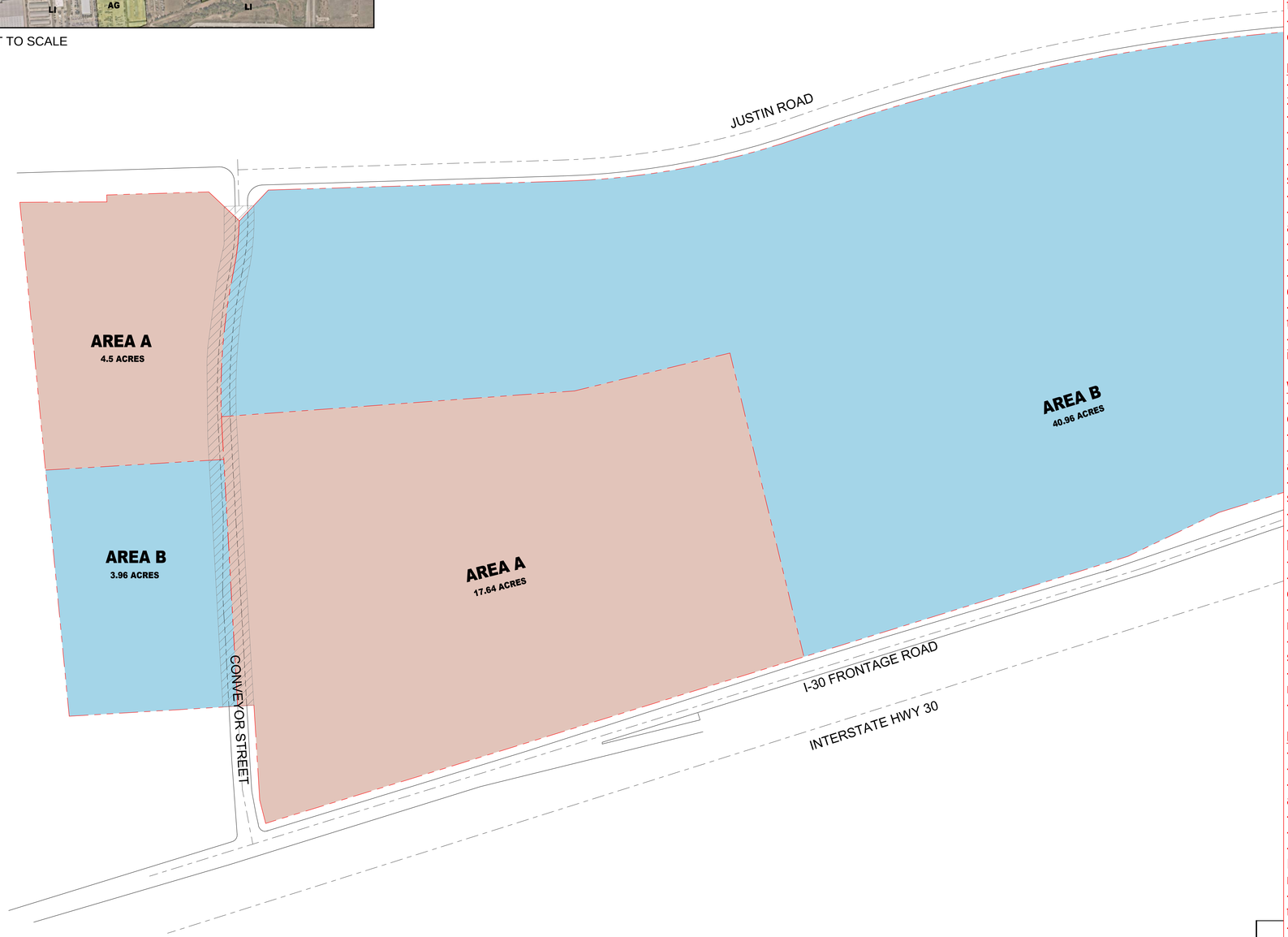
1. EXISTING CONVEYOR STREET DEDICATION TO BE ABANDONED AND TO BECOME PART OF THE SITE.

2. TOTAL PROPOSED PD DISTRICT SIZE INCLUDES THE CONVEYOR STREET ABANDONMENT.

3. CONDOMINIUM PROJECTS ARE PERMITTED IN AREA B. A MAXIMUM OF 2 CONDOMINIUM PROJECTS ARE PERMITTED, AND EACH PROJECT IS LIMITED TO 250 DWELLING UNITS.

4. PEDESTRIAN TRAFFIC/CONNECTION TO FUTURE DEVELOPMENT TO COMPLY WITH UDC ARTICLE 05, SECTION 4, SUBSECTION 04.01 AND TO BE SUBMITTED AS PART OF PD SITE PLAN.

5. THE LOCATION AND SIZE OF EACH AREA SHOWN ON THIS PLAN ARE APPROXIMATE AND SUBJECT TO CHANGE AT THE TIME OF SITE PLAN APPROVAL OR PLATTING.



PROPERTY LINES

ROAD CENTERLINE

CONVEYOR STREET ABANDONMENT

APPROX. SIZE = 1.37 ACRES

SCALE: 1" = 100'

0 50' 100' 200'

General Items:
- Must meet City 2023 Standards of Design and Construction
- 4% Engineering Inspection Fees
- Impact Fees (Water, Sewer, Roadway).
- Minimum easement width is 20' for new easements. No structures including walls allowed in easements.
- Retaining walls 3' and over must be engineered.
- All retaining walls (18" or taller) must be rock or stone face. No smooth concrete walls.
- No signage is allowed within easements or ROW.
- Required 10' utility easement along all street frontages.
- All utilities must be underground. Existing overhead utility lines will need to be placed underground.
- A TIA is required. Review fees apply.
- An Infrastructure study is required. Review fees apply.
- City driveway spacing requirements must be met along Justin. TXDOT driveway spacing requirements must be met along I-30 frontage.
- Due to the lack of detail provided for this site, additional comments may be provided at time of Site Plan.

Drainage Items:
- Detention is required. Drainage calculations based on property zoning, not land area use.
- Detention not allowed in the flood plain
- Existing flow patterns must be maintained.
- Detention ponds must be in a drainage easement.
- No vertical walls allowed in detention easement. Max 4:1 side slopes.
- No public water or sewer allowed within the detention easement.
- The property owner will be responsible for maintaining, repair, and replacement of the detention/drainage systems.
- No grate inlets allowed
- 100-year WSEL must be called out for detention ponds.
- FFE for all buildings must be called out when adjacent to detention pond. Minimum 2' above 100-year WSEL.
- Dumpster areas shall drain to an oil/water spectator and then into the storm system.
- For drainage areas over 20 acres, the drainage design and study is sent to 3rd party consultant for review. Review fees apply.

Water and Wastewater Items:
- Site plan must show existing/proposed utility lines (Water, Sewer, etc.)
- Public sewer to be 8" minimum.
- Any water lines must be a minimum of 8", looped, and must be in a 20' wide easement.
- Only one "use" off a dead-end line (domestic, irrigation, fire sprinkler, fire hydrant, etc.)
- Min 20' utility easements.
- Any utility connects across existing roadways must be completed by dry bore.
- Any utility work in TXDOT ROW will require TxDOT permit.
- Must install 12" water mains per City master plans. Dedicate easements.
- Must continue 12" sewer main along Justin Road per the City master plans. Dedicate easements.
- Must comply with the results of the Water/Sewer Infrastructure study, once completed.
- Commercial sanitary sewer service line size is minimum 6" and must connect to a manhole.
- Water to be 10' separated from storm and sewer lines.

Roadway Paving Items:
- All new paving to be reinforced concrete.
- Fire lane to be 24' wide and in a platted easement.
- No dead-end parking allowed without a city approved turn around.
- Parking to be 20'x9' min.
- Sidewalk required along public and TXDOT roadways.
- Fire lane to have 20' min radius if buildings are less than 30' tall. If any of the buildings are 30' or more, the fire lane will be 30' radius minimum.
- Must build the second half of Justin Road per the City master thoroughfare plans, along with street lights and sidewalks
- No driveways will be allowed along N. Stodghill Road due to driveway spacing requirements.
- TXDOT spacing requirements along I-30 for 40MPH posted speed limit is 305 ft and you may not have a driveway in the ramp gore area.

Landscaping:
- No trees to be with 10' of any public water, sewer or storm line that is 10" in diameter or larger.
- No trees to be with 5' of any public water, sewer, or storm line that is less than 10".

HKS

OWNER
ROCKWALL 549/1-30 PARTNERS, LP & CONVERYOR 130 PARTNERS, LP

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

ARCHITECT
GREENBERG FARROW
92 EAST MAIN ST, SUITE 410
SOMERVILLE, NJ 08876

CIVIL ENGINEER
KIMLEY HORN
TWO GALLERIA OFFICE TOWER, SUITE 700
DALLAS, TX 75240

LANDSCAPE
STUDIO OUTSIDE
824 EXPOSITION AVE, SUITE 5
DALLAS, TX 75226

ROCKWALL COMMERCIAL ADDITION - LOT 1, BLOCK B LOT 1R, BLOCK C & LOT 1, BLOCK D

PROJECT ADDRESS: 89.657 ACRES: LOT 1, BLOCK B; LOT 1R, BLOCK C; AND LOT 1, BLOCK D
JUSTIN ROAD & I-30
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

SEAL & SIGNATURE

KEY PLAN

N

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
26068.000
DATE
01/19/24
ISSUE

SHEET TITLE
PD CONCEPT PLAN

SHEET NO.
01

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PRINT DATE: 1/19/2024 10:39:58 AM TEMPLATE VERSION: 23.0.4

APPLICANT'S PROPOSED DEVELOPMENT STANDARDS WITH STAFF COMMENTS.

(1) Definitions.

(a) Area A means Area A as conceptually shown on the Concept Plan, with final boundaries to be determined at the time of site plan and platting.
(b) Area B means Area B as conceptually shown on the Concept Plan, with final boundaries to be determined at the time of site plan and platting.
(c) Concept Plan means the PD Concept Plan attached to this Ordinance as **Exhibit A.**

Staff's Response: These have been included into *SECTION 2* of the ordinance.

(d) Condominium means a multi-family dwelling unit, within which designated dwelling units are conveyed fee simple title, with an undivided interest in the building's common elements, to include, but not be limited to, halls, stairs, elevators, roof, parking space, and the land when the building is not constructed on leased land.

Staff's Response: Staff has included the generally accepted definition of *Condominium*, which was established by the City Attorney for Planned Development District 32 (PD-32) [*the City's only other area with Condominiums*]. This was incorporated into the *Permitted Land Uses* section for *Area B*.

(e) Building Coverage means the percentage of the lot that is occupied by the building area, including parking structures and accessory buildings.

Staff's Response: This is the exact definition from the Unified Development Code (UDC) and does not need to be restated in the Planned Development District Ordinance.

(f) Property means the 67.59-acre tract of land described on **Exhibit B**, including the existing right-of-way of Conveyor Street.

Staff's Response: This has been incorporated in the first WHEREAS statement in the Planned Development District Ordinance.

(2) Applicable Regulations. The base zoning district for this planned development shall be the "C" Commercial zoning district. In the event of a conflict between this Ordinance and any other zoning regulations, this Ordinance shall control.

Staff's Response: This has been incorporated into the *Density and Development Standards* under the *Permitted Land Uses* sections; however, staff has put in stipulations that *Tract B* be subject to the *General Overlay District Standards* as required by Article 10, *Planned Development Regulations*, of the Unified Development Code (UDC).

(3) Concept Plan. Development of the Property shall generally conform to the concepts illustrated on the Concept Plan. The Concept Plan is intended to be conceptual, and is subject to change with the approval of the City Council at the time of platting or site plan approval. Any change to the Concept Plan authorized by this Section 3 is not considered a zoning amendment, and shall not require an amendment to this Ordinance.

Staff's Response: The *Concept Plan* does not have any details and therefore does not require this language. In addition, the City Council does *not* approve site plans. Changes to a *Concept Plan* are done through *PD Development Plans*, which is a less discretionary zoning process. This is all regulated by Article 10, *Planned Development Regulations*, of the Unified Development Code (UDC).

(4) PD Development Plan. Prior to submitting a PD site plan for condominium development, a PD development plan shall be submitted and approved in accordance with Section 03.02 of the Unified Development Code. For any other type of development in Area B, a development plan shall be required prior to submittal of a PD site plan if a proposed development does not meet the intent of the Concept Plan or requires waivers not provided for in this Ordinance. A PD development plan shall not be required for any development in Area A.

Staff's Response: This has been incorporated into the *Development Process* section of the Planned Development District Ordinance; however, staff attempted to establish intent for *Areas A & B* and stipulate that if the intent for *Area A* is not being met that a *PD Development Plan* will be required. This provides some assurances for the City in the event that the property is sold and the intent is changed, and allows the City to review the development under the new intent. *Area B* will require a *PD Development Plan* regardless of what is built.

(5) PD Site Plan. Except as otherwise provided in this section, approval of a PD site plan in accordance with Section 03.03 of the Unified Development Code is required. PD site plans may be approved separately for each area shown on the Concept Plan and for each phase of development. A PD site plan may differ from the conceptual information shown on the Concept Plan. The City Council may approve special exceptions to the applicable zoning regulations as part of the PD site plan approval process upon a finding that the granting of a special exception will not have a detrimental impact on adjacent property. If a PD site plan satisfies all applicable zoning regulations, it shall be approved.

Staff's Response: The above is not consistent with the City's procedures for site plans and was not incorporated into the Planned Development District Ordinance. All site plans are required to meet the process and procedures outlined in Article 11, *Development Applications and Review Procedures*, of the Unified Development Code (UDC).

(6) Permitted Uses. Except as otherwise provided in this section, all uses permitted in the "C" Commercial zoning district are permitted within the Property at any location to the same extent they are permitted in the "C" commercial zoning district. In addition, the following uses are permitted by right at any location within the Property except as otherwise restricted to Area B below for condominiums and residential accessory uses:

Staff's Response: Staff has tied *Areas A & B* to the land uses permitted within the Commercial (C) District; but has also included a list of specifically prohibited land uses that don't conform with the City's vision for the corridor. This provides assurances to the City Council that inconsistent land uses will not be established if the zoning is approved but ownership changes hands.

(a) Accessory uses, including a home occupation and all other residential accessory uses and structures in Area B and Area C.

Staff's Response: Staff has added *Home Occupation* as an accessory land use to a *Condominium* in *Area B*; however, no other *Residential Accessory Uses or Structures* are appropriate for *Condominiums*.

(b) Condominiums are permitted subject to the dwelling unit limitations of this Ordinance, and are not subject to any spacing or other restrictions on location contained in the Unified Development Code.

Staff's Response: *Condominiums* have been added as a permitted land use in *Area B*; however, staff has limited this to a maximum of two (2) condominium projects with a maximum of 250-units in each project per the notes provided on the *Concept Plan*. I am not aware of any spacing or other restrictions contained in the Unified Development Code (UDC) that would affect this land use.

(c) Office.
(d) Restaurant, any size, with or without a drive-through or drive-in.

(e) Retail.
(f) Warehouse distribution center as an accessory to a retail use.

Staff's Response: *Office*, *Restaurant* (*any size, with or without a drive-through*), and *Retail* are all permitted *BY-RIGHT* land uses per the Unified Development Code (UDC). This does not have to be restated in the ordinance. Warehouse/Distribution is permitted *BY-RIGHT* as an accessory land use to a *General Retail Store*; however, staff has included this in the verbiage for *Area A*. In addition, staff has specifically limited the land uses not meeting the intent of the *Special Commercial Corridor* permitted within *Areas A & B* of the proposed *Concept Plan.*

(7) Development Standards. The Property shall comply with the development standards applicable to property located in a "C" Commercial Zoning District, including the standards in Article 05, Section 04 of the Unified Development Code, except as follows or otherwise provided in this Ordinance:

(a) For Area A, the minimum building setback from any property line along the boundary of this planned development shall be ten feet, and no other building setback requirements shall apply.

Staff's Response: Staff has incorporated this for *Area A*; however, the minimum setback adjacent to IH-30 Frontage Road is 25-feet as required by the *General Overlay District Requirements* and no other property built under the current code has been granted a waiver to this building setback. Based on this -- *and to ensure uniform frontage along the IH-30 Frontage Road* -- staff has left in the 25-foot front yard building setback.

(b) For Area A, the maximum building coverage shall be 60 percent. No other building coverage restrictions or building floor area restrictions of any type apply.
(c) For Area A, the maximum building height shall be 75 feet and three stories. For Area B, the maximum building height shall be 75 feet and five stories.

Staff's Response: Staff added an exemption to the Floor to Area Ratio (FAR) in the *Density and Dimensional Requirements* section for *Area A*; however, the impervious coverage for the Commercial (C) District is 85-90% and -- *considering the City's landscape percentage requirements* --, this property could not exceed this requirement. Based on this there is no need for an exemption. Staff added a maximum height of 75-feet for both *Areas A & B*.

(d) Condominium development is limited to a maximum of two projects, each with a maximum of 250 condominium dwelling units. No other residential density restrictions shall apply to condominiums, and there shall be no minimum lot area per dwelling unit.

Staff's Response: This was added to the notes for this land use in the *Permitted Land Use* section for *Tract B.*

(8) Off-Street Parking. The following requirements apply to Area A:

(a) Minimum parking requirements shall be based on the requirements set forth on **Exhibit C.** Each land use within a single business in a building shall be parked according to the use's parking requirement on **Exhibit C** and square footage shown on a floorplan.

Staff's Response: In lieu of taking the entire parking table from the Unified Development Code (UDC), staff has incorporated the parking requirements for the probable land uses in *Area A* and incorporated the parking requirements for each land use in the Planned Development District Ordinance. This includes requirements for *Office*, *General Retail*, *Restaurant*, and *Warehouse/Storage*.

(b) There are no restrictions on location of parking spaces, including, but not limited to, restrictions on the number of parking rows or spaces that may be located between a building facade and any adjacent roadway or property line.

Staff's Response: This was incorporated into the *Parking Requirements* section of the Planned Development District Ordinance.

(9) Off-Street Loading. The following requirements apply to Area A:

(a) There are no restrictions on location or orientation of loading docks or loading areas.

Staff's Response: Staff has included a statement that loading docks shall *not* face directly onto the IH-30 Frontage Road. This is a major objective of the City's Zoning Code and Comprehensive Plan. With this being said, staff has not placed any additional restrictions on loading docks beyond the requested standards below.

(b) No wall or fencing of any type shall be required to screen loading areas. Screening requirements may be satisfied solely with live screening.
(c) Noise attenuation devices are not required for loading docks.

Staff's Response: Staff has included requirements for this in the *Off-Street Loading Requirements* of the Planned Development District Ordinance.

(10) Parkland. Parkland dedication requirements may be satisfied by payment of a fee in lieu of dedication at the option of the developer.

Staff's Response: This process is already stipulated in Chapter 38, *Subdivisions*, of the Municipal Code of Ordinances (*i.e. the City's Regulatory Code and not the City's Zoning Code*) and allows developers to pay both *Cash-In-Lieu of Land* and *Pro-Rata Equipment Fees* in cash to the City. This does not need to be incorporated into the Planned Development District Ordinance.

(11) Open Space. A minimum of 20 percent of the lot area of a residential use shall be devoted to open space. No open space is required for non-residential development.

Staff's Response: This is already a requirement of the Unified Development Code (UDC); however, staff has reiterated it in the Planned Development District Ordinance.

(12) Building Materials and Design Standards. The following requirements apply to Area A:

(a) Permitted building materials include stone, brick, glass curtain wall, aluminum and glass storefront, glass block, tile, prefabricated metal panel, custom painted tilt up concrete panel, and custom Concrete Masonry Units (CMU) (i.e. CMUs that have been sandblasted, burnished or that have a split face -- light weight block or smooth faced CMU shall be prohibited). In addition, the use of cementitious materials (e.g. fiber cement, stucco, cementitious lap siding, tilt up concrete or similar materials approved by the Director of Planning and Zoning or his/her designee) shall be permitted without limitation for use on a building's exterior facade; however, stucco shall not be used within the first four (4) feet from grade on a building's facade. Accent brick and stone are permitted, but not required. No other restrictions on building materials shall apply.

Staff's Response: This has been incorporated into the Planned Development District Ordinance.

(b) A building shall not be required to be architecturally finished on all sides.

(c) Building articulation requirements shall not apply.

Staff's Response: This was incorporated into the *Building Materials and Design Standards* section of the Planned Development District Ordinance; however, staff included a general statement that the building *should* include an articulated entryway on the front façade, and a statement that this will be review by the Architectural Review Board (ARB) as part of the *PD Site Plan* process. The ARB is a non-regulatory board that reviews all building elevations in the City and makes recommendations to the Planning and Zoning Commission concerning the approval of variances and exceptions as part of the site plan process.

(d) Flat roofs are permitted. Parapets shall not be required; however, rooftop equipment shall meet the requirements of this Ordinance.

Staff's Response: This was incorporated into the *Building Materials and Design Standards* section of the Planned Development District Ordinance.

(e) A building shall be required to have a minimum of two of the architectural elements listed in Article 05 Section 06.02(C)(4).

Staff's Response: This was incorporated into the *Building Materials and Design Standards* section of the Planned Development District Ordinance.

(13) Screening. The following requirements apply to Area A:

(a) No wall or fencing of any type shall be required as screening. Screening requirements may be satisfied solely with live screening.

(b) Roof mounted equipment shall not be visible from grade level at any boundary of the platted lot on which they are located. No other roof mounted equipment screening requirement shall apply.

(c) Other than loading dock and rooftop equipment screening and landscape buffers, uses within Area A do not require any screening or buffering from any surrounding uses or zoning districts.

Staff's Response: These standards have already been addressed in other sections above and no additional screening is required as part of this development; however, staff has included language that exempts *Area A* from the residential adjacency screening requirements. This is contained in the *Residential Adjacency Screening Requirements* of the Planned Development District Ordinance.

(14) Landscaping. For Area A, required landscaping buffers shall incorporate ground cover, a built-up berm, and shrubbery, but no wall or fencing of any type shall be required.

Staff's Response: This request doesn't make sense as there is currently no requirement that would stipulate a fence be required for *Area A* other than those addressed with the loading docks above. No requirements for this were added to the Planned Development District Ordinance.

(15) Miscellaneous.

(a) The P&Z may approve alternative fencing materials and designs.

Staff's Response: This is already stated in Article 08, *Landscape and Fencing Standards*, of the Unified Development Code (UDC), and does not need to be reiterated in the Planned Development District Ordinance.

(b) In Area A, there shall be no restriction on the number or location of freestanding flagpoles, and the maximum height for a freestanding flagpole shall be 75 feet.

Staff's Response: According to Subsection 03.04, *Flag Poles*, of Article 04, *Permissible Uses*, of the Unified Development Code (UDC), "(f)lag poles are permitted in all districts, but must meet the building height and setback requirements for each district." The requested maximum building height for *Area A* is 75-feet so there is no need to add an additional requirement; however, please see staff's notes at the end of these comments concerning flag poles as signage.

(16) Signs.

(a) In Area A:

i. In addition to all other permitted signs, each wall of a building is permitted to contain on-premise attached signs that are, in the aggregate, a maximum of 15 percent of the area of such wall. Such signs include all attached signs, including, but not limited to, projection signs, marquee signs, and seasonal or temporary signs. There is no restriction on the number of attached signs. There is no additional restriction on the size or location of a canopy sign. Canopy signs may extend above or below the canopy band.

Staff's Response: The City currently allows wall signage to be a maximum of 60 SF or 10.00% of the front façade of the building or store front, whichever is greater. Staff has included these requirements in the *Signage* section of the Planned Development District Ordinance and changed the 10.00% to 15.00%.

ii. Sign brackets or supports for wall signs may project more than two inches from the wall to which they are attached.

Staff's Response: The City's code currently relegates projection signs and walls to have a maximum projection of two (2) inches. Staff did not include this, because there was no maximum value established. In addition, staff surveyed two (2) businesses in other areas of the metroplex that are similar as to what is being proposed on the subject property and found no examples that would support changing this requirement.

(b) In Area A, one freestanding digital sign is permitted subject to the following restrictions:

i. The maximum height shall be ___ feet.
ii. The maximum width shall be ___ feet.
iii. The minimum setback from the lot line shall be ____ feet.
iv. The sign shall display static changeable messages that change no more than once every ___ seconds.
v. The sign may display on-premise and off-premise messages. If the sign is an off-premise sign, it must comply with all applicable state regulations to the extent any such regulations apply based on the location and orientation of the sign.

Staff's Response: The City's current code allows digital signs to be used in place of monopole or monument signs. The requirements for a digital sign are a maximum 200 SF of signage area and the static time must be a minimum of five (5) seconds. The setbacks are ten (10) feet from the roadway, 60-feet from other freestanding signs, and 30-feet from adjoining property lines. The above requirements have not been defined and do not appear to substantially deviate from the City's current requirements. Based on this staff has included an excerpt in the *Freestanding Monopole Sign* section of the Planned Development District allowing any of the permitted two (2) freestanding pole signs -- *not the third 120-foot monopole sign* -- to be digital signs.

(c) In Area A, in addition to all other permitted signs, two permanent on-premise banner signs are permitted subject to the restrictions below applicable to temporary banners. The messages on these permanent banners may change without requiring a sign permit.

Staff's Response: On-premise permanent banner signs are walls signs and do not require a sign permit for refacing. Based on this staff has incorporated language into the wall signage requirements in the Planned Development District Ordinance that address this.

(d) In Area A, in addition to all other permitted signs, temporary banners are permitted subject to the following restrictions:

i. A banner may be used for advertisement of events, activities, products or commodities related to the premises, including products sold on the premises.
ii. A banner shall not exceed 700 square feet in area.
iii. A banner must be suspended or hanging from a building or sign, and shall meet city safety requirements related to how to attach a banner to a building or sign.
iv. Banners shall be maintained in a state of good condition during the entire time they are erected.
v. No temporary banner sign shall require a sign permit.
vi. Multiple temporary banner signs are permitted at one time.
vii. No other restrictions shall apply to a banner.

Staff's Response: The City currently stipulates that temporary banner signs be a maximum of 60 SF, have to placed on the building, only one (1) temporary banner sign is permitted at a time, and the maximum time period a temporary banner sign may exist on site is 30-days. The requirements above do not provide a time limit on temporary banner signs and could effectively make a 700 SF banner sign permanent. Based on this staff did not incorporate this into the Planned Development District Ordinance. In addition, this section appears to overlap with what would be permitted by wall signage.

(e) In Area A, in addition to all other permitted signs, one freestanding monopole that is a maximum of 120 feet in height. Such sign may have multiple sign faces, and no individual sign face shall exceed 600 square feet in area. The cumulative maximum sign face area for all faces on such sign shall be 1,800 square feet. Such sign may be illuminated. Such sign shall have a minimum ten foot setback from the lot lines, and no other setbacks shall apply. Such sign shall be an on-premise sign.

Staff's Response: The City currently allows one (1) freestanding monopole, 30-feet in height, with a maximum of 200 SF of total sign face per seven (7) acres of site area. For the subject property, this would translate to three (3) signs with a total signage area of 600 SF. The setback along IH-30 would be 30-feet from adjoining property lines and 60-feet from other freestanding signs with a minimum setback off of the roadway of ten (10) feet. Based on this staff has incorporated language that would allow one (1) of the three (3) signs to be 120-feet in height, with a maximum sign face of 600 SF, and a total sign area of 1,800 SF. The remaining two (2) permitted pole signs shall meet the requirements of Chapter 32, *Signs*, of the Municipal Code of Ordinances; however, these two (2) signs may be digital signs.

(f) In addition to all other permitted signs, freestanding traffic signs and other directional signs are permitted at any location within the Property subject to the following restrictions:

i. Such signs may contain the business name and/or logo for any business within the planned development district and shall direct traffic within the development, and shall contain no other commercial message.
ii. The maximum sign area shall be six square feet, and the maximum overall sign height shall be four feet.
iii. The number of signs is not limited.
iv. The signs may be illuminated or non-illuminated.

v. There shall be no minimum setback.
vi. Signs may be permanent, and shall require a sign permit.
vii. No other restrictions shall apply.

Staff's Response: The City currently allows an unlimited amount of traffic signs that are allowed to be a maximum of six (6) square feet, three (3) feet in height, and with no setback requirements. In addition, one (1) sign with a business name and/or logo is permitted at each primary access drive to the premises. No interior signs shall include the business name or logo. The proposed requirements -- *save and accept the sign height* -- do not appear to conflict with the City's current code; therefore, staff only added the height provision into the Planned Development District Ordinance.

(g) In Area B, in addition to all other permitted signs, a maximum of three pylon signs are permitted that meet the following requirements:
i. One pylon sign shall be located along Stodgehill Road, and the remaining two pylon signs shall be located along Interstate 30.
ii. The maximum height shall be ___ feet.
iii. The maximum width shall be ___ feet.
iv. The minimum setback from the lot line shall be ____ feet.
v. Pylon signs may be illuminated or non-illuminated.
vi. Pylon signs shall be on-premise signs.

Staff's Response: Since staff does not have a detail concept plan for what will be established in *Area B* no exclusions to the standard sign requirements were included for *Area B*.

STAFF ADDITIONS (FLAG POLE SIGNS): In surveying like businesses staff observed that flag pole signs with the company's logo are typically located at points of ingress/egress. This is not typical or allowed by the City's code, and staff has included language that would allow this in the Planned Development District Ordinance.

DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY
PLANNING & ZONING CASE NO.

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING:

CITY ENGINEER:

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:
- ☐ MASTER PLAT ($100.00 + $15.00 ACRE) [1]
- ☐ PRELIMINARY PLAT ($200.00 + $15.00 ACRE) [1]
- ☐ FINAL PLAT ($300.00 + $20.00 ACRE) [1]
- ☐ REPLAT ($300.00 + $20.00 ACRE) [1]
- ☐ AMENDING OR MINOR PLAT ($150.00)
- ☐ PLAT REINSTATEMENT REQUEST ($100.00)

SITE PLAN APPLICATION FEES:
- ☐ SITE PLAN ($250.00 + $20.00 ACRE) [1]
- ☐ AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN ($100.00)

ZONING APPLICATION FEES:
- ☒ ZONING CHANGE ($200.00 + $15.00 ACRE) [1]
- ☐ SPECIFIC USE PERMIT ($200.00 + $15.00 ACRE) [1 & 2]
- ☐ PD DEVELOPMENT PLANS ($200.00 + $15.00 ACRE) [1]

OTHER APPLICATION FEES:
- ☐ TREE REMOVAL ($75.00)
- ☐ VARIANCE REQUEST/SPECIAL EXCEPTIONS ($100.00) [2]

NOTES:
1: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.
2: A ***$1,000.00*** FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

ADDRESS	NORTHWEST CORNER OF FM 3549 AND EAST INTERSTATE 30				
SUBDIVISION	ROCKWALL COMMERCIAL	LOT	SEE SURVEY	BLOCK	SEE SURVEY
GENERAL LOCATION	NORTHWEST CORNER OF FM 3549 AND EAST INTERSTATE 30				

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

CURRENT ZONING	COMMERCIAL (C)	CURRENT USE	NONE
PROPOSED ZONING	PLANNED DEVELOPMENT	PROPOSED USE	MIXED-USE
ACREAGE	65.147	LOTS [CURRENT]	4
LOTS [PROPOSED]	TBD - PER FUT. PLAN		

☒ ***SITE PLANS AND PLATS:*** *BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB3167 THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.*

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

☐ OWNER	ROCKWALL 549/I30 PARTNERS LP	☒ APPLICANT	KIMLEY-HORN
CONTACT PERSON	RONALD P. BERLIN	CONTACT PERSON	ANTHONY LOEFFEL
ADDRESS	8750 CENTRAL EXPRESSWAY	ADDRESS	400 N. OKLAHOMA DR, SUITE 105
	SUITE 1735		
CITY, STATE & ZIP	DALLAS, TEXAS, 75231	CITY, STATE & ZIP	CELINA, TEXAS, 75009
PHONE	214-691-2556	PHONE	469-301-2581
E-MAIL	RON@BERLININTERESTS.COM	E-MAIL	ANTHONY.LOEFFEL@KIMLEY-HORN.COM

NOTARY VERIFICATION [REQUIRED]

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED RONALD P. BERLIN [*OWNER*] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF $ 1,177.21 *, TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE* 19th *DAY OF* Jan *, 20* 24 *. BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."*

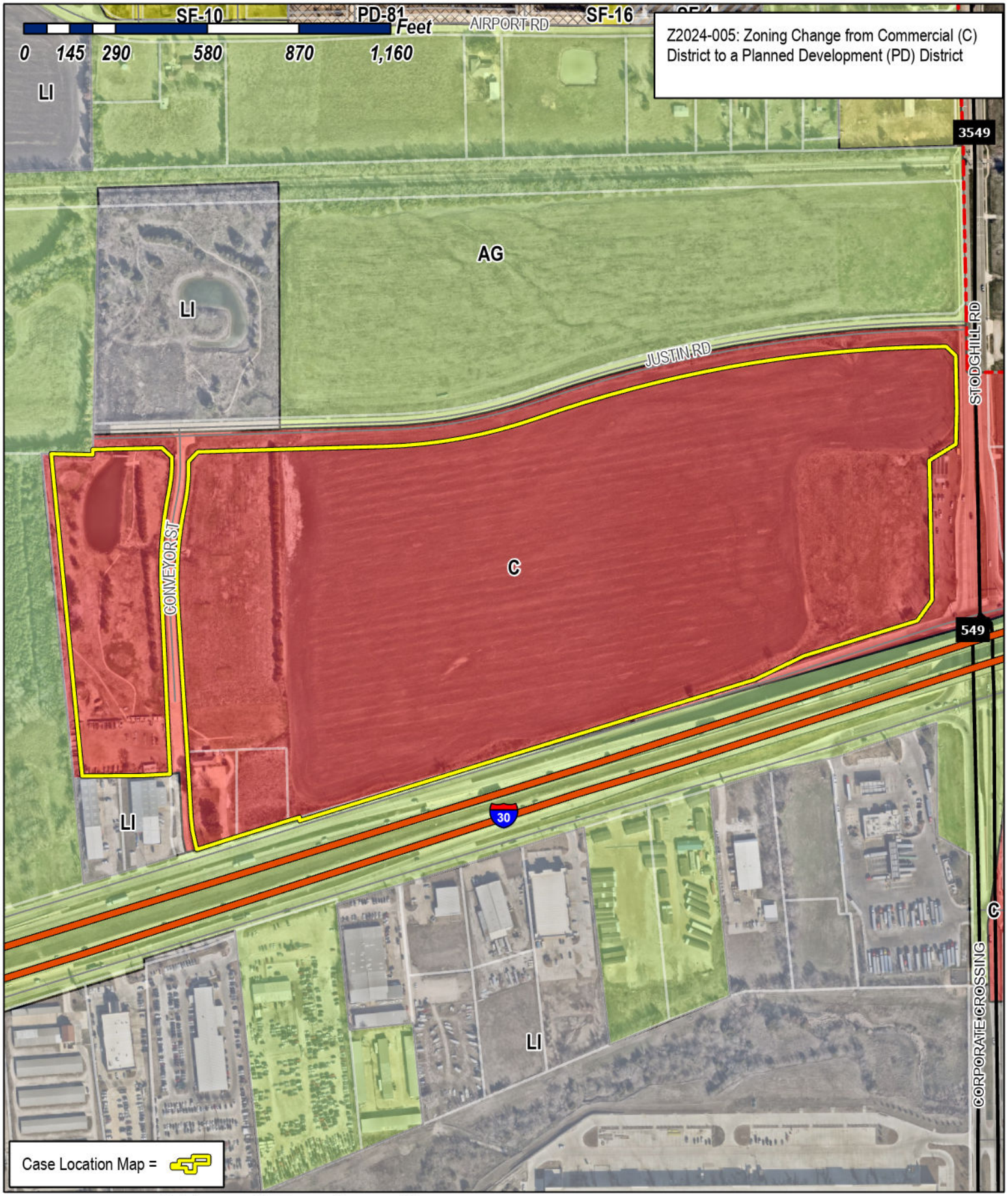
GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 19 *DAY OF* Jan *, 20* 24

OWNER'S SIGNATURE Ronald P. Berlin

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

DANIEL KENNETH LEINAUER
My Notary ID # 131995689
Expires September 1, 2027

MY COMMISSION EXPIRES 9/1/2027



City of Rockwall

Planning & Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087
(P): (972) 771-7745
(W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.

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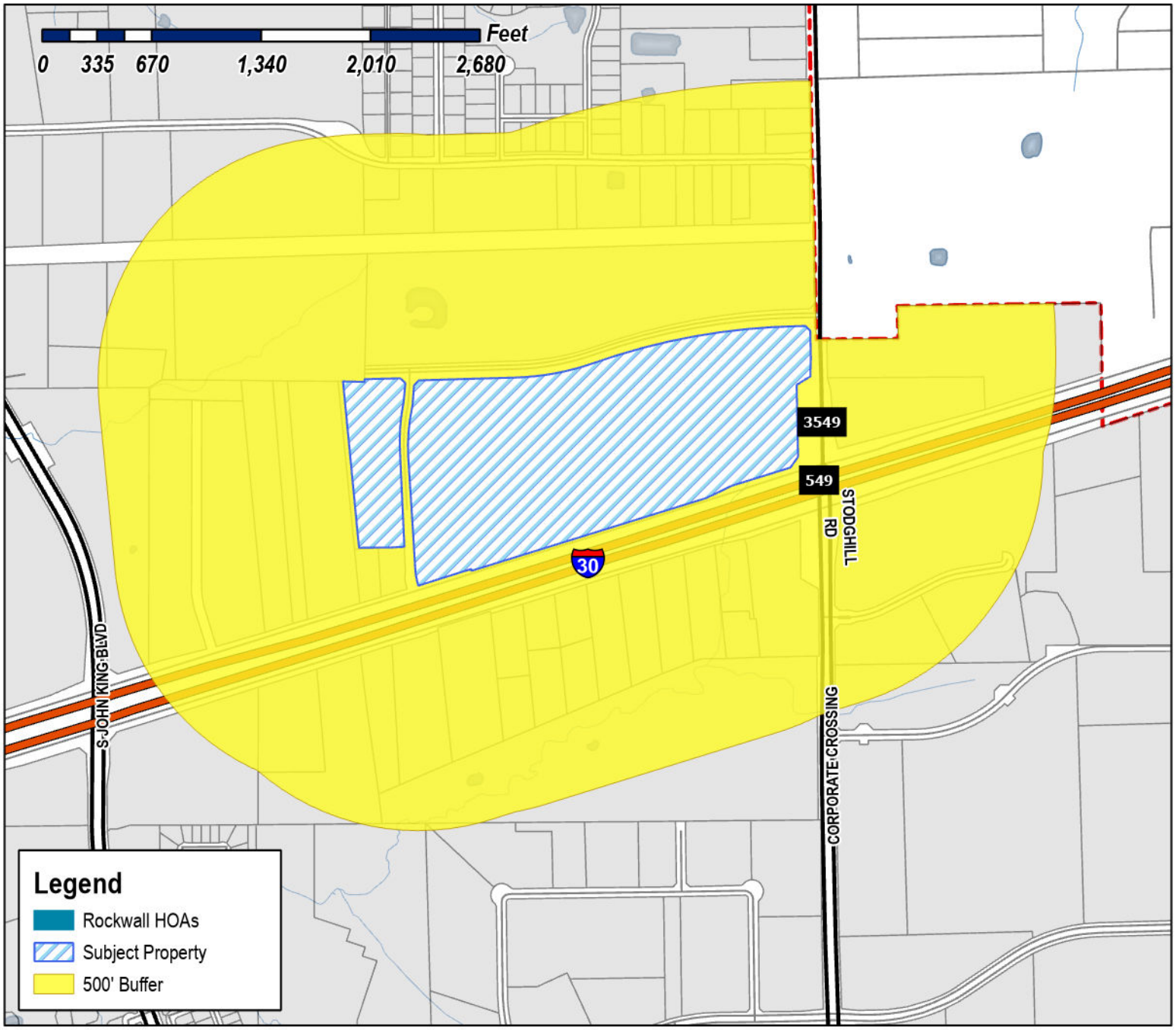
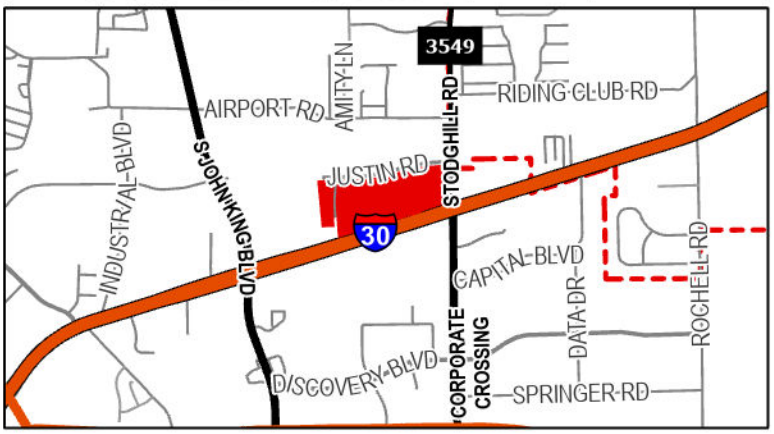


Case Number: Z2024-005
Case Name: Zoning Change from Commercial (C) District to a Planned Development (PD) District
Case Type: Zoning
Zoning: Commercial (C) District
Case Address: NEC of 3549 and E. I-30

Date Saved: 1/18/2024
For Questions on this Case Call (972) 771-7745



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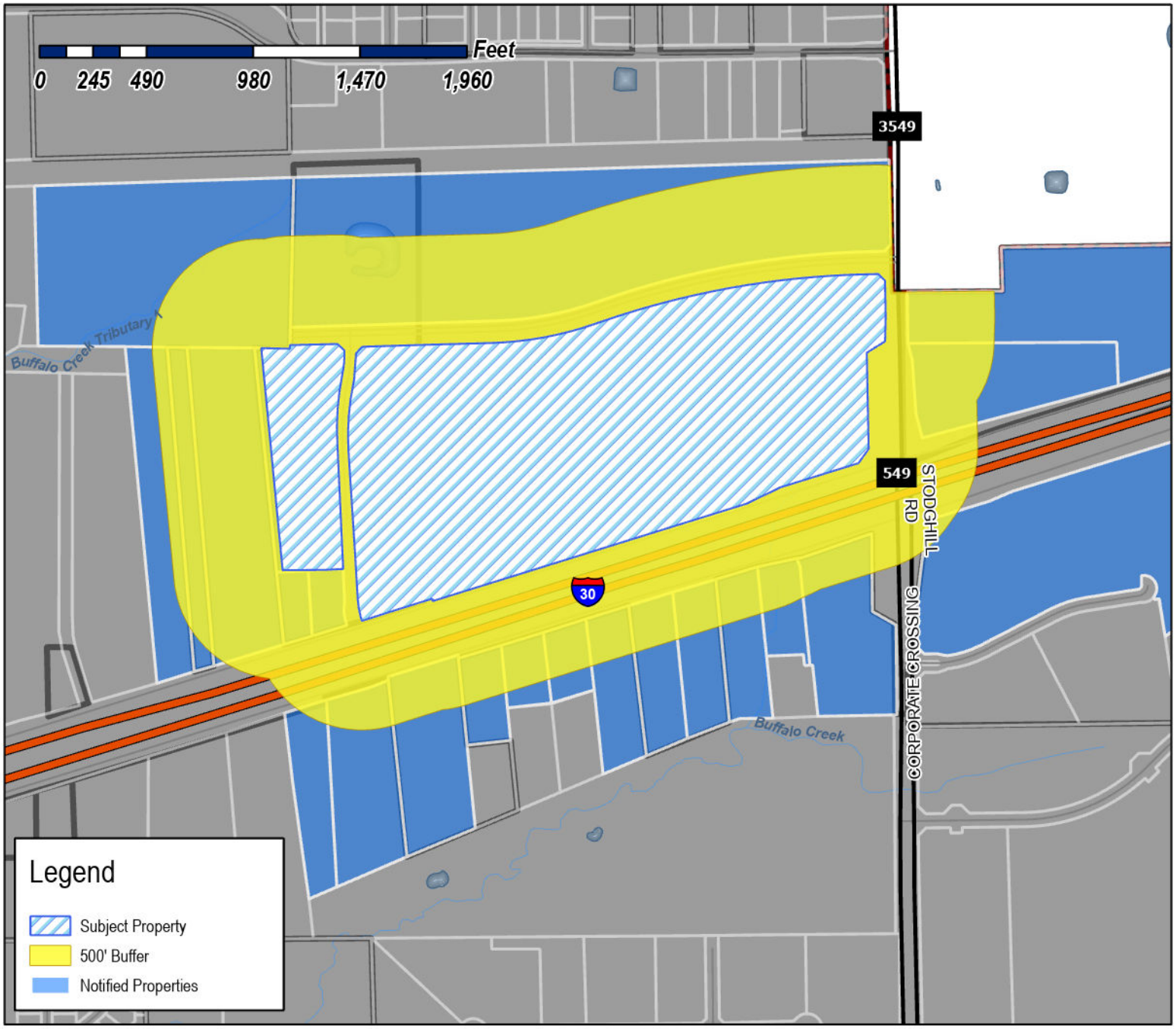

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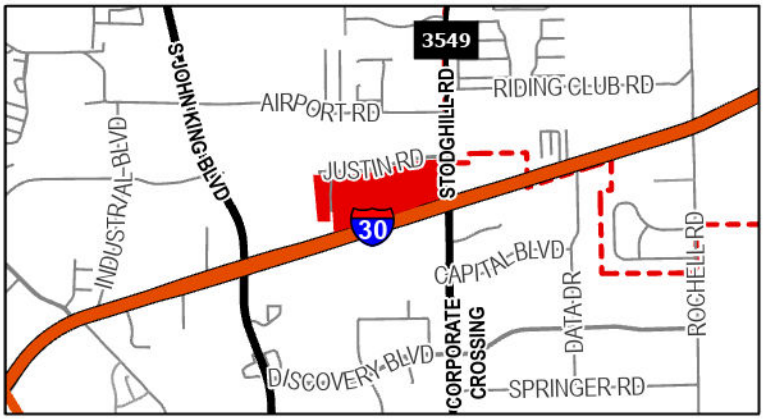

MYASIN INVESTMENTS LLC
11243 SHADY TRL
DALLAS, TX 75229

MHC I30 LP
12001 N CENTRAL EXPRESSWAY SUITE 875
DALLAS, TX 75243

LINE 5 HOLDINGS LP
1201 N RIVERFRONT BLVD SUITE 100
DALLAS, TX 75207

THE STATE OF TEXAS, BY AND THROUGH THE
TEXAS TRANSPORTATION COMMISSION
125 E 11TH STREET
AUSTIN, TX 78701

RAFIZADEH M & M FAMILY LTD
C/O REPUBLIC MOTORSPORTS INC
12707 SOUTHWEST FREEWAY
STAFFORD, TX 77477

PRITCHARD DONNA CULLINS &
KIMBERLY CULLINS COLLICHIO TRUSTEES
1610 SHORES BLVD
ROCKWALL, TX 75087

RESIDENT
1785 E I30
ROCKWALL, TX 75087

RESIDENT
1790 E I30
ROCKWALL, TX 75087

RESIDENT
1795 I30
ROCKWALL, TX 75087

RESIDENT
1805 E I30
ROCKWALL, TX 75087

RESIDENT
1810 S I30
ROCKWALL, TX 75087

RESIDENT
1830 I30
ROCKWALL, TX 75087

SELF SCOTT & JANET
1830 E INTERSTATE 30 STE 100
ROCKWALL, TX 75087

RESIDENT
1850 I30
ROCKWALL, TX 75087

GENESTA PARTNERSHIP
1850 E INTERSTATE 30
ROCKWALL, TX 75087

RESIDENT
1860 E I30
ROCKWALL, TX 75087

RESIDENT
1880 I30 RD
ROCKWALL, TX 75087

RESIDENT
1900 E INTERSTATE 30
ROCKWALL, TX 75087

RESIDENT
1960 E I30
ROCKWALL, TX 75087

RESIDENT
1970 I30 SOUTH SERVICE RD
ROCKWALL, TX 75087

RESIDENT
1990 E I30
ROCKWALL, TX 75087

STRUCTURED REA- ROCKWALL LAND LLC
2801 E. CAMELBACK ROAD SUITE 200
PHOENIX, AZ 85016

JAMES COLLIER PROPERTIES INC
3333 MILLER PARK SOUTH
GARLAND, TX 75042

SALEHOUN FAMILY LIMITED PARTNERSHIP
39650 LYNDON B JOHNSON FWY
DALLAS, TX 75237

MIDDLE BROOKS HOLDINGS LLC
513 SAINT MARY ST
ROCKWALL, TX 75087

MOORE MICHAEL F
557 MARIAH BAY DR
HEATH, TX 75032

MOORE MICHAEL F
557 MARIAH BAY DR
HEATH, TX 75032

CAVENDER INVESTMENT PROPERTIES E LTD
7820 SOUTH BROADWAY
TYLER, TX 75703

ROCKWALL 549/I30 PARTNERS LP
8750 N CENTRAL EXPWY SUITE 1735
DALLAS, TX 75231

CONVEYOR I30 PARTNERS LP
8750 N CENTRAL EXPY SUITE 1735
DALLAS, TX 75231

MIRANDA VINOD
9105 BRIARCREST DR
ROWLETT, TX 75088

LOVE'S COUNTRY STORES INC
PO BOX 26210
OKLAHOMA CITY, OK 73126

ROCKWALL AA RE LLC
PO BOX 775
ROYSE CITY, TX 75189

PUBLIC NOTICE

CITY OF ROCKWALL
PLANNING AND ZONING DEPARTMENT
PHONE: (972) 771-7745
EMAIL: PLANNING@ROCKWALL.COM

CORRECTED NOTICE: ALL CHANGES CORRECTED IN *RED* BELOW. CORRECTING THE CITY COUNCIL MEETING DATE TO REFLECT *TUESDAY*, FEBRUARY 20, 2024.

Property Owner and/or Resident of the City of Rockwall:

You are hereby notified that the City of Rockwall Planning and Zoning Commission and City Council will consider the following application:

Z2024-005: Zoning Change from C to PD
Hold a public hearing to discuss and consider a request by Anthony Loeffel of Kimley-Horn on behalf of Ronald P. Berlin of Rockwall 549/I-30 Partners, LP and Conveyor I30 Partners, LP for the approval of a Zoning Change from a Commercial (C) District to a Planned Development District for Commercial (C) District land uses on a 66.057-acre tract of land identified as Lot 1, Block B; Lot 1R, Block C; and Lot 1, Block D, Rockwall Commercial Addition, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the IH-30 Overlay (IH-30 OV) District, generally located at the northwest corner of Stodghill Road and the IH-30 Frontage Road, and take any action necessary.

For the purpose of considering the effects of such a request, the Planning and Zoning Commission will hold a public hearing on *Tuesday, February 13, 2024 at 6:00 PM*, and the City Council will hold a public hearing on *TUESDAY, February 20, 2024 at 6:00 PM*. These hearings will be held in the City Council Chambers at City Hall, 385 S. Goliad Street.

As an interested property owner, you are invited to attend these meetings. If you prefer to express your thoughts in writing please return the form to:

Ryan Miller
Rockwall Planning and Zoning Dept.
385 S. Goliad Street
Rockwall, TX 75087

You may also email your comments to the Planning Department at planning@rockwall.com. If you choose to email the Planning Department please include your name and address for identification purposes.

Your comments must be received by *TUESDAY, February 20, 2024 at 4:00 PM* to ensure they are included in the information provided to the City Council.

Sincerely,

Ryan Miller, AICP
Director of Planning & Zoning

USE THIS QR CODE TO GO DIRECTLY TO THE WEBSITE

MORE INFORMATION ON THIS CASE CAN BE FOUND AT: https://sites.google.com/site/rockwallplanning/development/development-cases

PLEASE RETURN THE BELOW FORM

Case No. Z2024-005: Zoning Change from C to PD

Please place a check mark on the appropriate line below:

☐ I am in favor of the request for the reasons listed below.

☐ I am opposed to the request for the reasons listed below.

Name:

Address:

Tex. Loc. Gov. Code, Sec. 211.006 (d) If a proposed change to a regulation or boundary is protested in accordance with this subsection, the proposed change must receive, in order to take effect, the affirmative vote of at least three-fourths of all members of the governing body. The protest must be written and signed by the owners of at least 20 percent of either: (1) the area of the lots or land covered by the proposed change; or (2) the area of the lots or land immediately adjoining the area covered by the proposed change and extending 200 feet from that area.

PLEASE SEE LOCATION MAP OF SUBJECT PROPERTY ON THE BACK OF THIS NOTICE

PUBLIC NOTICE

CITY OF ROCKWALL
PLANNING AND ZONING DEPARTMENT
PHONE: (972) 771-7745
EMAIL: PLANNING@ROCKWALL.COM

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Director of Planning & Zoning

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PLEASE SEE LOCATION MAP OF SUBJECT PROPERTY ON THE BACK OF THIS NOTICE

Kimley»Horn

January 19, 2024

Mr. Ryan Miller
Director of Planning
City of Rockwall
385 S. Goliad
Rockwall, TX 75087

RE: Proposed Zoning Change at NWC of FM 3549 and IH-30
Letter of Explanation
Rockwall, Texas

Mr. Miller:

At the request of the Owner parcel 114981, 114982, 26819 and 26818 per Rockwall CAD, we are requesting a zoning change of the approximately 66 acres of land at the northwest corner of FM 3549 and Interstate 30. We are requesting a Planned Development (PD) zoning change from Commercial (C) to Planned Development (PD) Zoning District.

Sincerely,

Anthony Loeffel, P.E.

TRACT 1

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77 and John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being all of Lot 1R, Block C of Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the Plat thereof recorded in Instrument No. 20210000008470 of the Plat Records of Rockwall County, Texas.

TRACT 2

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and being a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8" iron rod with a cap stamped "TXDOT" found for the southwest corner of said Lot 1, Block D and the northeast corner of the intersection of northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way) with the easterly right-of-way line of Conveyors Street (a 60-foot right-of-way), same being at the beginning of a non-tangent curve to the right with a radius of 397.84 feet, a central angle of 13°52'57", and a chord bearing and distance of North 10°51'16" West, 96.16 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, and with said non-tangent curve to the right, an arc distance of 96.40 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

THENCE North 03°13'23" West, continuing along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, passing at a distance of 228.03 feet a 5/8" iron rod with a red plastic cap stamped "KHA" found for the northernmost southwest corner of said Lot 1, Block B, continuing along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street a total distance of 706.26 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'45" East, 308.22 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street the following courses and distances:

> In a northerly direction, with said tangent curve to the right, an arc distance of 309.12 feet to the beginning of a reverse curve to the left with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'50" East, 125.86 feet, from which a 5/8" iron rod with plastic cap stamped "KHA" found bears South 57°02'14" East, a distance of 0.35 feet;
>
> In a northerly direction, with said reverse curve to the left, an arc distance of 126.15 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found for corner;
>
> North 01°43'20" West, a distance of 9.59 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the most southerly northwest corner of said Lot 1, Block B same being the southernmost end of a right-of-way corner clip at the intersection of the east right-of-way line of said Conveyors Street and the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas;

THENCE North 43°16'40" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the northernmost end of said right-of-way clip same being the most northerly northwest corner of said Lot 1, Block B;

THENCE North 88°16'40" East, along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, a distance of 261.47 feet to a point for corner on the easterly line of said 8.40 gross acre tract and the westerly line of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, Real Property Records of Rockwall County, Texas;

THENCE South 01°12'38" East, departing the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a 1/2-inch iron rod found for the easterly, southeast corner of said 8.40 gross acre tract and the northeast corner of a called 1.00 acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, Real Property Records of Rockwall County, Texas, same also being an ell corner of said Lot 1, Block B;

THENCE South 87°29'50" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract;

THENCE South 01°17'14" East, departing the southerly line of said Lot 1, Block B, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing aforesaid Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod with a plastic cap, stamped "RPLS 5034" found for the southwest corner of said 1.00-acre tract, the southerly and the southeast corner of said 8.40 gross acre tract, same being on the southerly line of aforesaid Lot 1, Block D and the northerly right-of-way line of aforesaid Interstate Highway 30;

THENCE South 72°46'08" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block D and along the northerly right of way line of said Interstate Highway 30, a distance of 136.40 feet to the **POINT OF BEGINNING** and containing 349,085 square feet or 8.014 acres of land, more or less.

TRACT 3

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, and all of a called 1.00-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, both of the Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8" iron rod with a red plastic cap stamped "KHA" found for the most southerly southeast corner of said Lot 1, Block B and in the northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way);

THENCE along the common line of said Lot 1, Block B and the northerly right-of-way line of said Interstate Highway 30, the following courses and distances:

> South 72°46'18" West, a distance of 384.46 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;
>
> South 64°14'27" West, a distance of 202.24 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

THENCE South 72°46'08" West, continuing along said common line and the south line of said Lot 1, Block D, and passing at a distance of 1507.74 feet a 5/8" iron rod with a red plastic cap stamped "KHA" found for the southeast corner of said Lot 1, Block D, continuing along said line a total distance of 1,677.69 feet to a 1/2-inch iron rod found for the southwest corner of aforesaid 1.00-acre tract, same being the southerly, southeast corner of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas;

THENCE North 01°17'14" West, departing the northerly right-of-way line of said Interstate Highway 30 and the southerly line of said Lot 1, Block D, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing said Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract, same also being on a southerly line of aforesaid Lot 1, Block B;

THENCE North 87°29'50" East, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northeast corner of said 1.00-acre tract and the easterly, southeast corner of said 8.40 gross acre tract and an ell corner of said Lot 1, Block B, same being on the westerly line of aforesaid 80.79-acre tract;

THENCE North 01°12'38" West, departing the southerly line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a point for on the corner on the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas and the north line of said Lot 1, Block B;

THENCE along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, the following courses and distance:

North 88°16'40" East, a distance of 331.59 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a tangent curve to the left with a radius of 1,592.50 feet, a central angle of 17°40'38", and a chord bearing and distance of North 79°26'21" East, 489.38 feet;

In an easterly direction, with said tangent curve to the left, an arc distance of 491.33 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a reverse curve to the right with a radius of 3,979.40 feet, a central angle of 18°16'32", and a chord bearing and distance of North 79°44'18" East, 1,263.93 feet;

In an easterly direction, with said reverse curve to the right, an arc distance of 1,269.31 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;

North 88°52'34" East, a distance of 49.83 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the most northerly northeast corner of said Lot 1, Block B same being the northernmost end of a right-of-way corner clip at the intersection of the south right-of-way line of said Justin Road and the west right-of-way line of F.M. Highway 3549 (a variable width right-of-way);

THENCE South 46°07'44" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the southernmost corner of said corner clip same being the most southerly northeast corner of said Lot 1, Block B;

THENCE along the westerly right-of-way line of said F.M. Highway 3549 and the east line of said Lot 1, Block B the following courses and distances:

South 01°08'02" East, a distance of 165.78 feet to a 5/8” iron rod found for corner;

South 01°26'27" West, a distance of 113.61 feet to a 5/8” iron rod found for corner;

South 58°12'55" West, a distance of 98.69 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;

South 01°07'09" East, a distance of 441.34 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for the northernmost southeast corner of said Lot 1, Block B, from which a 5/8” iron rod found (disturbed) bears South 30°38'33” East, a distance of 1.35 feet;

South 35°33'35" West, a distance of 80.25 feet to the **POINT OF BEGINNING** and containing 2,175,068 square feet or 49.933 acres of land, more or less.

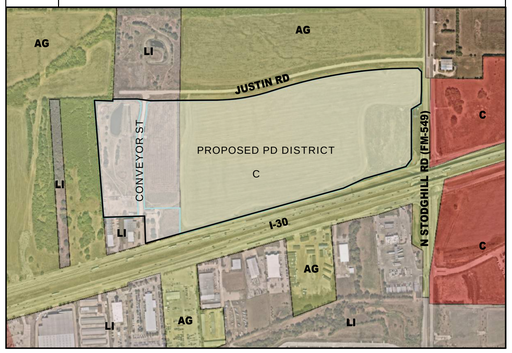
Concept Plan Informational Statement

The development will be primarily commercial and retail, aligned with the City of Rockwall's Comprehensive Plan, "*OURHometown 2040 Vision Comprehensive Plan*" (2018 Update). Notable exceptions are up to two proposed residential buildings in Area B. These residential buildings will provide a desirable 'mixed-use' look and feel to the overall development. The total acreage of the development is *67.59* acres and will be completed in phases. It is anticipated that Area A will be completed in 2025. Area B is expected to be developed over the next five years, with the entire development estimated to be complete in 2030.

Aerial Photo Showing Boundaries of the Proposed PD Concept Plan

TITLE BLOCK VERSION: 20210830

SITE LOCATION & ADJACENT LAND USES*



*NOT TO SCALE

NOTES

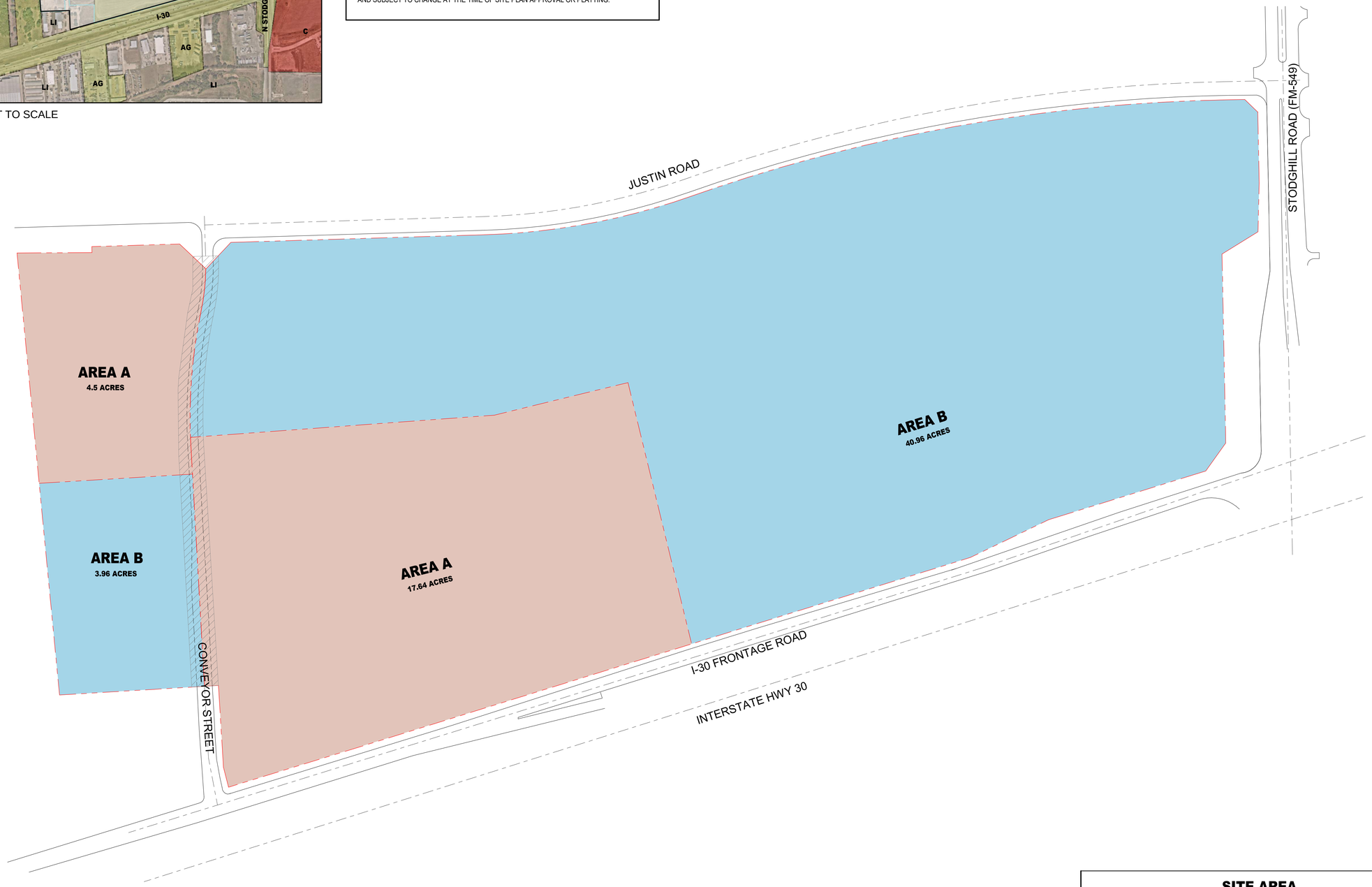
1. EXISTING CONVEYOR STREET DEDICATION TO BE ABANDONED AND TO BECOME PART OF THE SITE.

2. TOTAL PROPOSED PD DISTRICT SIZE INCLUDES THE CONVEYOR STREET ABANDONMENT.

3. CONDOMINIUM PROJECTS ARE PERMITTED IN AREA B. A MAXIMUM OF 2 CONDOMINIUM PROJECTS ARE PERMITTED, AND EACH PROJECT IS LIMITED TO 250 DWELLING UNITS.

4. PEDESTRIAN TRAFFIC/CONNECTION TO FUTURE DEVELOPMENT TO COMPLY WITH UDC ARTICLE 05, SECTION 4, SUBSECTION 04.01 AND TO BE SUBMITTED AS PART OF PD SITE PLAN.

5. THE LOCATION AND SIZE OF EACH AREA SHOWN ON THIS PLAN ARE APPROXIMATE AND SUBJECT TO CHANGE AT THE TIME OF SITE PLAN APPROVAL OR PLATTING.



PROPERTY LINES

ROAD CENTERLINE

CONVEYOR STREET ABANDONMENT

APPROX. SIZE = 1.37 ACRES

SCALE: 1" = 100'

0 50' 100' 200'

SITE AREA		
TOTAL AREA	**APPROX. SIZE**	**USE**
A	22.14 ACRES	COMMERCIAL
B	44.92 ACRES	CONDOMINIUM AND COMMERCIAL
TOTAL PD DISTRICT	67.06 ACRES	

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HKS

OWNER
ROCKWALL 549/1-30 PARTNERS, LP & CONVERYOR 130 PARTNERS, LP

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

ARCHITECT
GREENBERG FARROW
92 EAST MAIN ST, SUITE 410
SOMERVILLE, NJ 08876

CIVIL ENGINEER
KIMLEY HORN
TWO GALLERIA OFFICE TOWER, SUITE 700
DALLAS, TX 75240

LANDSCAPE
STUDIO OUTSIDE
824 EXPOSITION AVE, SUITE 5
DALLAS, TX 75226

ROCKWALL COMMERCIAL ADDITION - LOT 1, BLOCK B LOT 1R, BLOCK C & LOT 1, BLOCK D

PROJECT ADDRESS: 89.607 ACRES: LOT 1, BLOCK B; LOT 1R, BLOCK C; AND LOT 1, BLOCK D
JOHN ROSS SURVEY, ABSTRACT NO. 187
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

SEAL & SIGNATURE

KEY PLAN

N

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
26068.000
DATE
01/19/24
ISSUE

SHEET TITLE
PD CONCEPT PLAN

SHEET NO.
01

PRINT DATE: 1/19/2024 10:39:58 AM TEMPLATE VERSION: 23.0.4

TITLE BLOCK VERSION: 2021/0630

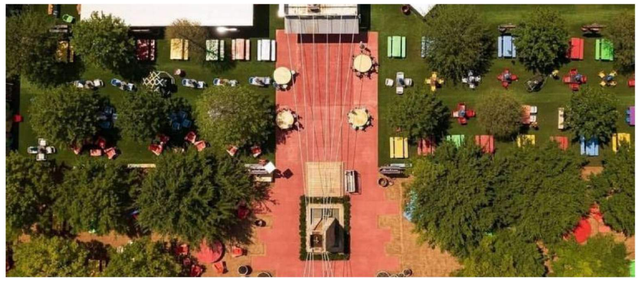
Legacy West — Plano, TX

Retail + Office: 415,000 SF

Food Hall: 55,000 SF

Residential: 1300 Units

Hotel: 300 Rooms



Trinity Groves — Dallas, TX

Retail: 30,000 SF

Residential: 350 Units

The Domain — Austin, TX

Retail: 685,000SF

Office: 80,000SF

Residential: 400 Units

Snider Plaza — Dallas, TX

Shops at Park Lane — Dallas, TX

Retail: 550,000 SF

Office: 500,000 SF

Residential: 550 Units

Watters Creek — Allen, TX

Retail: 520,000 SF

Office: 170,000 SF

Residential: 285 Units

NOTES

1. IMAGERY DEPICTED IS ILLUSTRATIVE AND NON-BINDING.

HKS

OWNER
ROCKWALL 549/1-30 PARTNERS, LP & CONVERYOR 130 PARTNERS, LP

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST
SUITE 100
DALLAS, TX 75201

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DALLAS, TX 75240

LANDSCAPE
STUDIO OUTSIDE
824 EXPOSITION AVE, SUITE 5
DALLAS, TX 75226

ROCKWALL COMMERCIAL ADDITION - LOT 1, BLOCK B LOT 1R, BLOCK C & LOT 1, BLOCK D

PROJECT ADDRESS: 88.667 ACRES: LOT 1, BLOCK B; LOT 1R, BLOCK C; AND LOT 1, BLOCK D
FM 549 & I-30
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

SEAL & SIGNATURE

KEY PLAN

N

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
26068.000

DATE
01/17/24

ISSUE

SHEET TITLE
AFFINITY IMAGERY

SHEET NO.
03

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PRINT DATE: 1/19/2024 11:14:50 AM TEMPLATE VERSION: 23.0.4

Exhibit __
Development Standards

1. Definitions.

    a. Area A means Area A as conceptually shown on the Concept Plan, with final boundaries to be determined at the time of site plan and platting.

    b. Area B means Area B as conceptually shown on the Concept Plan, with final boundaries to be determined at the time of site plan and platting.

    c. Concept Plan means the PD Concept Plan attached to this Ordinance as **Exhibit A.**

    d. Condominium means a multi-family dwelling unit, within which designated dwelling units are conveyed fee simple title, with an undivided interest in the building's common elements, to include, but not be limited to, halls, stairs, elevators, roof, parking space, and the land when the building is not constructed on leased land.

    e. Building Coverage means the percentage of the lot that is occupied by the building area, including parking structures and accessory buildings.

    f. Property means the 67.59-acre tract of land described on **Exhibit B**, including the existing right-of-way of Conveyor Street.

2. Applicable Regulations. The base zoning district for this planned development shall be the "C" Commercial zoning district. In the event of a conflict between this Ordinance and any other zoning regulations, this Ordinance shall control.

3. Concept Plan. Development of the Property shall generally conform to the concepts illustrated on the Concept Plan. The Concept Plan is intended to be conceptual, and is subject to change with the approval of the City Council at the time of platting or site plan approval. Any change to the Concept Plan authorized by this Section 3 is not considered a zoning amendment, and shall not require an amendment to this Ordinance.

4. PD Development Plan. Prior to submitting a PD site plan for condominium development, a PD development plan shall be submitted and approved in accordance with Section 03.02 of the Unified Development Code. For any other type of development in Area B, a development plan shall be required prior to submittal of a PD site plan if a proposed development does not meet the intent of the Concept Plan or requires waivers not provided for in this Ordinance. A PD development plan shall not be required for any development in Area A.

5. PD Site Plan. Except as otherwise provided in this section, approval of a PD site plan in accordance with Section 03.03 of the Unified Development Code is required. PD site plans may be approved separately for each area shown on the Concept Plan and for each phase of development. A PD site plan may differ from the conceptual information shown on the Concept Plan. The City Council may approve special exceptions to the applicable zoning

regulations as part of the PD site plan approval process upon a finding that the granting of a special exception will not have a detrimental impact on adjacent property. If a PD site plan satisfies all applicable zoning regulations, it shall be approved.

6. Permitted Uses. Except as otherwise provided in this section, all uses permitted in the "C" Commercial zoning district are permitted within the Property at any location to the same extent they are permitted in the "C" commercial zoning district. In addition, the following uses are permitted by right at any location within the Property except as otherwise restricted to Area B below for condominiums and residential accessory uses:

    a. Accessory uses, including a home occupations and all other residential accessory uses and structures in Area B and Area C.

    b. Condominiums are permitted subject to the dwelling unit limitations of this Ordinance, and are not subject to any spacing or other restrictions on location contained in the Unified Development Code.

    c. Office.

    d. Restaurant, any size, with or without a drive-through or drive-in.

    e. Retail.

    f. Warehouse distribution center as an accessory to a retail use.

7. Development Standards. The Property shall comply with the development standards applicable to property located in a "C" Commercial Zoning District, including the standards in Article 05, Section 04 of the Unified Development Code, except as follows or otherwise provided in this Ordinance:

    a. For Area A, the minimum building setback from any property line along the boundary of this planned development shall be ten feet, and no other building setback requirements shall apply.

    b. For Area A, the maximum building coverage shall be 60 percent. No other building coverage restrictions or building floor area restrictions of any type apply.

    c. For Area A, the maximum building height shall be 75 feet and three stories. For Area B, the maximum building height shall be 75 feet and five stories.

    d. Condominium development is limited to a maximum of two projects, each with a maximum of 250 condominium dwelling units. No other residential density restrictions shall apply to condominiums, and there shall be no minimum lot area per dwelling unit.

8. Off-Street Parking. The following requirements apply to Area A:

a. Minimum parking requirements shall be based on the requirements set forth on **Exhibit C.** Each land use within a single business in a building shall be parked according to the use's parking requirement on **Exhibit C** and square footage shown on a floorplan.

b. There are no restrictions on location of parking spaces, including, but not limited to, restrictions on the number of parking rows or spaces that may be located between a building facade and any adjacent roadway or property line.

9. Off-Street Loading. The following requirements apply to Area A:

a. There are no restrictions on location or orientation of loading docks or loading areas.

b. No wall or fencing of any type shall be required to screen loading areas. Screening requirements may be satisfied solely with live screening.

c. Noise attenuation devices are not required for loading docks.

10. Parkland. Parkland dedication requirements may be satisfied by payment of a fee in lieu of dedication at the option of the developer.

11. Open Space. A minimum of 20 percent of the lot area of a residential use shall be devoted to open space. No open space is required for non-residential development.

12. Building Materials and Design Standards. The following requirements apply to Area A:

a. Permitted building materials include stone, brick, glass curtain wall, aluminum and glass storefront, glass block, tile, prefabricated metal panel, custom painted tilt up concrete panel, and custom Concrete Masonry Units (CMU) (i.e. CMUs that have been sandblasted, burnished or that have a split face -- light weight block or smooth faced CMU shall be prohibited). In addition, the use of cementitious materials (e.g. fiber cement, stucco, cementitious lap siding, tilt up concrete or similar materials approved by the Director of Planning and Zoning or his/her designee) shall be permitted without limitation for use on a building's exterior facade; however, stucco shall not be used within the first four (4) feet from grade on a building's facade. Accent brick and stone are permitted, but not required. No other restrictions on building materials shall apply.

b. A building shall not be required to be architecturally finished on all sides.

c. Building articulation requirements shall not apply.

d. Flat roofs are permitted. Parapets shall not be required; however, rooftop equipment shall meet the requirements of this Ordinance.

e. A building shall be required to have a minimum of two of the architectural elements listed in Article 05 Section 06.02(C)(4).

13. Screening. The following requirements apply to Area A:

    a. No wall or fencing of any type shall be required as screening. Screening requirements may be satisfied solely with live screening.

    b. Roof mounted equipment shall not be visible from grade level at any boundary of the platted lot on which they are located. No other roof mounted equipment screening requirement shall apply.

    c. Other than loading dock and rooftop equipment screening and landscape buffers, uses within Area A do not require any screening or buffering from any surrounding uses or zoning districts.

14. Landscaping. For Area A, required landscaping buffers shall incorporate ground cover, a built-up berm, and shrubbery, but no wall or fencing of any type shall be required.

15. Miscellaneous.

    a. The P&Z may approve alternative fencing materials and designs.

    b. In Area A, there shall be no restriction on the number or location of freestanding flagpoles, and the maximum height for a freestanding flagpole shall be 75 feet.

16. Signs.

    a. In Area A:

        i. In addition to all other permitted signs, each wall of a building is permitted to contain on-premise attached signs that are, in the aggregate, a maximum of 15 percent of the area of such wall. Such signs include all attached signs, including, but not limited to, projection signs, marquee signs, and seasonal or temporary signs. There is no restriction on the number of attached signs. There is no additional restriction on the size or location of a canopy sign. Canopy signs may extend above or below the canopy band.

        ii. Sign brackets or supports for wall signs may project more than two inches from the wall to which they are attached.

    b. In Area A, one freestanding digital sign is permitted subject to the following restrictions:

        i. The maximum height shall be ___ feet.

        ii. The maximum width shall be ___ feet.

        iii. The minimum setback from the lot line shall be ___ feet.

        iv. The sign shall display static changeable messages that change no more than once every ___ seconds.

v. The sign may display on-premise and off-premise messages. If the sign is an off-premise sign, it must comply with all applicable state regulations to the extent any such regulations apply based on the location and orientation of the sign.

c. In Area A, in addition to all other permitted signs, two permanent on-premise banner signs are permitted subject to the restrictions below applicable to temporary banners. The messages on these permanent banners may change without requiring a sign permit.

d. In Area A, in addition to all other permitted signs, temporary banners are permitted subject to the following restrictions:

i. A banner may be used for advertisement of events, activities, products or commodities related to the premises, including products sold on the premises.

ii. A banner shall not exceed 700 square feet in area.

iii. A banner must be suspended or hanging from a building or sign, and shall meet city safety requirements related to how to attach a banner to a building or sign.

iv. Banners shall be maintained in a state of good condition during the entire time they are erected.

v. No temporary banner sign shall require a sign permit.

vi. Multiple temporary banner signs are permitted at one time.

vii. No other restrictions shall apply to a banner.

e. In Area A, in addition to all other permitted signs, one freestanding monopole that is a maximum of 120 feet in height. Such sign may have multiple sign faces, and no individual sign face shall exceed 600 square feet in area. The cumulative maximum sign face area for all faces on such sign shall be 1,800 square feet. Such sign may be illuminated. Such sign shall have a minimum ten foot setback from the lot lines, and no other setbacks shall apply. Such sign shall be an on-premise sign.

f. In addition to all other permitted signs, freestanding traffic signs and other directional signs are permitted at any location within the Property subject to the following restrictions:

i. Such signs may contain the business name and/or logo for any business within the planned development district and shall direct traffic within the development, and shall contain no other commercial message.

ii. The maximum sign area shall be six square feet, and the maximum overall sign height shall be four feet.

iii. The number of signs is not limited.

iv. The signs may be illuminated or non-illuminated.

v. There shall be no minimum setback.

vi. Signs may be permanent, and shall require a sign permit.

vii. No other restrictions shall apply.

g. In Area B, in addition to all other permitted signs, a maximum of three pylon signs are permitted that meet the following requirements:

i. One pylon sign shall be located along Stodgehill Road, and the remaining two pylon signs shall be located along Interstate 30.

ii. The maximum height shall be ___ feet.

iii. The maximum width shall be ___ feet.

iv. The minimum setback from the lot line shall be ___ feet.

v. Pylon signs may be illuminated or non-illuminated.

vi. Pylon signs shall be on-premise signs.

Exhibit A
Concept Plan

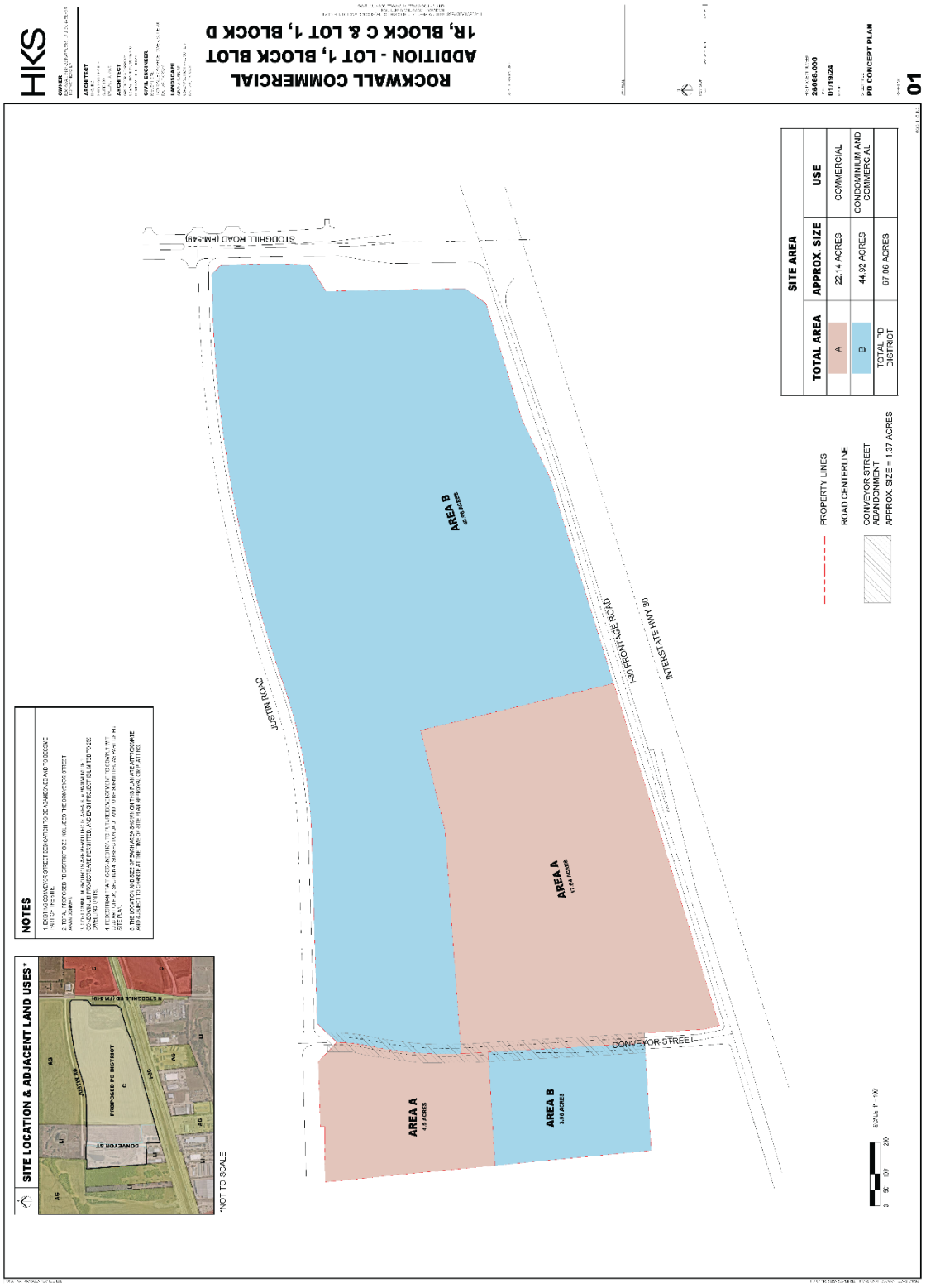

Exhibit B
Metes and Bounds Description of the Property

TRACT 1:

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77 and John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being all of Lot 1R, Block C of Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the Plat thereof recorded in Instrument No. 20210000008470 of the Plat Records of Rockwall County, Texas.

TRACT 2:

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and being a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8" iron rod with a cap stamped "TXDOT" found for the southwest corner of said Lot 1, Block D and the northeast corner of the intersection of northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way) with the easterly right-of-way line of Conveyors Street (a 60-foot right-of-way), same being at the beginning of a non-tangent curve to the right with a radius of 397.84 feet, a central angle of 13°52'57", and a chord bearing and distance of North 10°51'16" West, 96.16 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, and with said non-tangent curve to the right, an arc distance of 96.40 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

THENCE North 03°13'23" West, continuing along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, passing at a distance of 228.03 feet a 5/8" iron rod with a red plastic cap stamped "KHA" found for the northernmost southwest corner of said Lot 1, Block B, continuing along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street a total distance of 706.26 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'45" East, 308.22 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street the following courses and distances:

> In a northerly direction, with said tangent curve to the right, an arc distance of 309.12 feet to the beginning of a reverse curve to the left with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'50" East, 125.86 feet, from which a 5/8" iron rod with plastic cap stamped "KHA" found bears South 57°02'14" East, a distance of 0.35 feet;
>
> In a northerly direction, with said reverse curve to the left, an arc distance of 126.15 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found for corner;
>
> North 01°43'20" West, a distance of 9.59 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the most southerly northwest corner of said Lot 1, Block B same being the southernmost end of a right-of-way corner clip at the intersection of the east right-of-way line of said Conveyors Street and the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas;

THENCE North 43°16'40" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the northernmost end of said right-of-way clip same being the most northerly northwest corner of said Lot 1, Block B;

THENCE North 88°16'40" East, along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, a distance of 261.47 feet to a point for corner on the easterly line of said 8.40 gross acre tract and the westerly line of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, Real Property Records of Rockwall County, Texas;

THENCE South 01°12'38" East, departing the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a 1/2-inch iron rod found for the easterly, southeast corner of said 8.40 gross acre tract and the northeast corner of a called 1.00 acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, Real Property Records of Rockwall County, Texas, same also being an ell corner of said Lot 1, Block B;

THENCE South 87°29'50" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract;

THENCE South 01°17'14" East, departing the southerly line of said Lot 1, Block B, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing aforesaid Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod with a plastic cap,

stamped “RPLS 5034” found for the southwest corner of said 1.00-acre tract, the southerly and the southeast corner of said 8.40 gross acre tract, same being on the southerly line of aforesaid Lot 1, Block D and the northerly right-of-way line of aforesaid Interstate Highway 30;

THENCE South 72°46'08" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block D and along the northerly right of way line of said Interstate Highway 30, a distance of 136.40 feet to the **POINT OF BEGINNING** and containing 349,085 square feet or 8.014 acres of land, more or less.

TRACT 3:

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, and all of a called 1.00-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, both of the Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8” iron rod with a red plastic cap stamped “KHA” found for the most southerly southeast corner of said Lot 1, Block B and in the northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way);

THENCE along the common line of said Lot 1, Block B and the northerly right-of-way line of said Interstate Highway 30, the following courses and distances:

> South 72°46'18" West, a distance of 384.46 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for corner;
>
> South 64°14'27" West, a distance of 202.24 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for corner;

THENCE South 72°46'08" West, continuing along said common line and the south line of said Lot 1, Block D, and passing at a distance of 1507.74 feet a 5/8” iron rod with a red plastic cap stamped “KHA” found for the southeast corner of said Lot 1, Block D, continuing along said line a total distance of 1,677.69 feet to a 1/2-inch iron rod found for the southwest corner of aforesaid 1.00-acre tract, same being the southerly, southeast corner of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas;

THENCE North 01°17'14" West, departing the northerly right-of-way line of said Interstate Highway 30 and the southerly line of said Lot 1, Block D, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing said Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract, same also being on a southerly line of aforesaid Lot 1, Block B;

THENCE North 87°29'50" East, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northeast corner of said 1.00-acre tract and the easterly, southeast corner of said 8.40 gross acre tract and an ell corner of said Lot 1, Block B, same being on the westerly line of aforesaid 80.79-acre tract;

THENCE North 01°12'38" West, departing the southerly line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a point for on the corner on the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas and the north line of said Lot 1, Block B;

THENCE along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, the following courses and distance:

> North 88°16'40" East, a distance of 331.59 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a tangent curve to the left with a radius of 1,592.50 feet, a central angle of 17°40'38", and a chord bearing and distance of North 79°26'21" East, 489.38 feet;
>
> In an easterly direction, with said tangent curve to the left, an arc distance of 491.33 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found at the beginning of a reverse curve to the right with a radius of 3,979.40 feet, a central angle of 18°16'32", and a chord bearing and distance of North 79°44'18" East, 1,263.93 feet;
>
> In an easterly direction, with said reverse curve to the right, an arc distance of 1,269.31 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;
>
> North 88°52'34" East, a distance of 49.83 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the most northerly northeast corner of said Lot 1, Block B same being the northernmost end of a right-of-way corner clip at the intersection of the south right-of-way line of said Justin Road and the west right-of-way line of F.M. Highway 3549 (a variable width right-of-way);

THENCE South 46°07'44" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for the southernmost corner of said corner clip same being the most southerly northeast corner of said Lot 1, Block B;

THENCE along the westerly right-of-way line of said F.M. Highway 3549 and the east line of said Lot 1, Block B the following courses and distances:

South 01°08'02" East, a distance of 165.78 feet to a 5/8” iron rod found for corner;

South 01°26'27" West, a distance of 113.61 feet to a 5/8” iron rod found for corner;

South 58°12'55" West, a distance of 98.69 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” found for corner;

South 01°07'09" East, a distance of 441.34 feet to a 5/8” iron rod with a red plastic cap stamped “KHA” set for the northernmost southeast corner of said Lot 1, Block B, from which a 5/8” iron rod found (disturbed) bears South 30°38'33” East, a distance of 1.35 feet;

South 35°33'35" West, a distance of 80.25 feet to the **POINT OF BEGINNING** and containing 2,175,068 square feet or 49.933 acres of land, more or less.

TRACT 4: CONVEYOR STREET (TO BE ABANDONED):

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77, and the John Lockhart, Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas, and being a portion of Conveyors Street (60' wide public right-of-way)(Cabinet B, Slide 206, Plat Records, Rockwall County, Texas) and being more particularly described by metes and bounds as follows:

BEGINNING at a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the northernmost northwest corner of Lot 1, Block B, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, common to the north corner of a corner clip at the intersection of the southerly right-of-way line of Justin Road (85' wide public right-of-way)(Instrument No. 20210000008470, said Plat Records) and the easterly right-of-way line of said Conveyors Street;

THENCE South 43°16'40" West, with said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the south corner of said corner clip;

THENCE with the common line of said Lot 1, Block B and said Conveyors Street the following courses and distances:

South 01°43'20" East, a distance of 9.59 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of South 05°05'50" West, 125.86 feet;

In a southerly direction, with said tangent curve to the right, an arc distance of 126.15 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a reverse curve to the left with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of South 04°20'45" West, 308.22 feet;

In a southerly direction, with said reverse curve to the left, an arc distance of 309.12 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for corner;

South 03°13'23" East, passing at a distance of 478.23 feet a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the westernmost southwest corner of said Lot 1, Block B, and continuing along the same course and with the common line of Lot 1, Block D, Rockwall Commercial Park, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, said Plat Records, for a total distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" set for corner;

THENCE South 86°46'37" West, departing said common line and crossing said Conveyors Street, a distance of 60.00 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the southeast corner of Lot 1R, Block C, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, same being the northeast corner of a tract of land described in a deed to Donna Cullins Pritchard and Kimberly Cullins Collichio, recorded in Volume 7346, Page 158, Real Property Records, Rockwall County, Texas;

THENCE with the common line of said Lot 1R, Block C and said Conveyors Street the following courses and distances:

North 03°13'23" West, a distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 1,230.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'47" East, 324.03 feet;

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RIGHT-OF-WAY ABANDONMENT
1.451 ACRES
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JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
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6160 Warren Parkway, Suite 210 Tel. No. (972) 335-3580
Frisco, Texas 75034 FIRM # 10193822 Fax No. (972) 335-3779

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N/A	JMH	KHA	Jan. 2024	063942002	1 OF 3

HOEFNER, JOHN 1/17/2024 11:31 AM K:\FRI_SURVEY\063942002-ROCKWALL COMMERCIAL BLOCK B LOT 1 - ROCKWALL\DWG\063942002 CONVEYORS ABND EX.DWG

In a northerly direction, with said tangent curve to the right, an arc distance of 324.97 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found at the beginning of a reverse curve to the left with a radius of 470.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'49" East, 111.61 feet;

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THENCE North 46°43'20" West, along said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the northernmost northeast corner of said Lot 1R, Block C, common to the north corner of said corner clip;

THENCE North 88°16'40" East, crossing said Conveyors Street, a distance of 120.00 feet to the **POINT OF BEGINNING** and containing 63,187 square feet or 1.451 acres of land, more or less.

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PRELIMINARY

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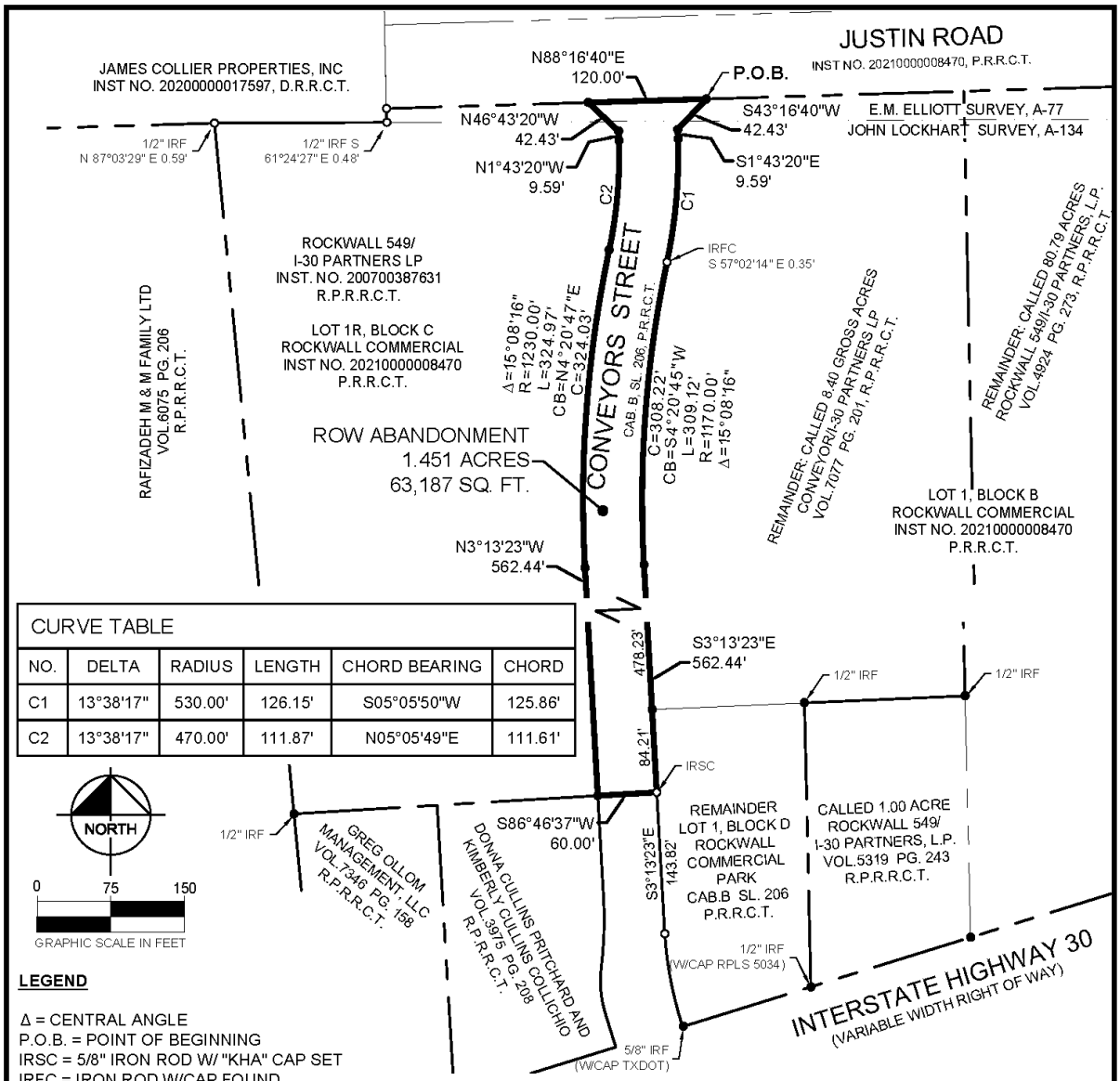
HOEFNER, JOHN 1/17/2024 11:31 AM K:\FRI_SURVEY\063942002-ROCKWALL COMMERCIAL BLOCK B LOT 1 - ROCKWALL\DWG\063942002 CONVEYORS ABND EX.DWG



CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	13°38'17"	530.00'	126.15'	S05°05'50"W	125.86'
C2	13°38'17"	470.00'	111.87'	N05°05'49"E	111.61'

LEGEND

Δ = CENTRAL ANGLE
P.O.B. = POINT OF BEGINNING
IRSC = 5/8" IRON ROD W/ "KHA" CAP SET
IRFC = IRON ROD W/CAP FOUND
D.R.C.C.T. = DEED RECORDS, ROCKWALL COUNTY, TEXAS
P.R.R.C.T. = PLAT RECORDS, ROCKWALL, COUNTY, TEXAS
R.P.R.C.C.T. = REAL PROPERTY RECORDS, ROCKWALL COUNTY, TEXAS

●= 5/8" iron rod with cap stamped "KHA" found

NOTES
Bearing system based on the Texas Coordinate System of 1983, North Central Zone (4202), North American Datum of 1983.

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1" = 150'	JMH	KHA	Jan. 2024	063942002	3 OF 3

HOEFNER, JOHN 1/17/2024 11:32 AM K:\FRI_SURVEY\063942002-ROCKWALL COMMERCIAL BLOCK B LOT 1 - ROCKWALL\DWG\063942002 CONVEYORS ABND EX.DWG

Exhibit C
Minimum Off-Street Parking Requirements

TABLE 5: PARKING REQUIREMENT SCHEDULE

AGRICULTURAL LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Agricultural Uses on Un-Platted Land (25-Acre+)	N/A
Animal Hospital or Clinic	1/500 SF
Animal Production	1/200 SF
Crop Production	N/A
Commercial Corral or Stable	1/2 Horse Stalls
Private Horse Corral or Stable	1/2 Horse Stalls
Wholesale Nursery (Growing Only)	N/A

RESIDENTIAL

LAND USE	MINIMUM PARKING REQUIRED
Boarding or Rooming House	1/75 SF (Sleeping Area Only)
Duplex	2/Dwelling Unit
Guest Quarters/Domestic or Security Unit	1.5/Unit
Multi-Family Unit with One (1) Bedroom	1.5/Unit
Multi-Family Unit with Two (2) Bedroom	2.0/Unit
Multi-Family Unit with Three (3) Bedroom	2.5/Unit
Servants/Caretakers Quarters	1/Bedroom
Single-Family Attached	2/Dwelling Unit
Single-Family Detached	2/Dwelling Unit
Single-Family Townhome	2/Dwelling Unit
Single-Family Zero Lot Line	2/Dwelling Unit

INSTITUTIONAL AND COMMUNITY SERVICE LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Auditorium or Assembly Hall	1/3 Seats or 1/100 SF[1]
Church/House of Worship	1/4 Seats
College, University, or Seminary	1/4 Students
Community Center	1/200 SF
Convalescent Care Facility	1/Bed & 1/Employee on Shift[3]
Nursing Home	1/6 Beds & 1/Employee on Shift[3]
Daycare with Seven (7) of More Children	1/300 SF & 4 Cueing Pickup/Drop-Off
Emergency Ambulance Service	1/300 SF & 1/750 SF of Site Area
Government Facility	1/300 SF
Hospice	1/6 Beds & 1/Employee on Shift[3]
Hospital	1/Bed[2]
Library, Art Gallery, or Museum	1/350 SF
Post Office	1/300 SF Customer Service Area
Retirement Home	1/Bedroom
Residential Care Facility	1/6 Beds & 1/Employee on Shift[3]
Vocational School	1/Student
Public or Private Primary School	1/25 Students
Public or Private Secondary School	1/5 Students

OFFICE AND PROFESSIONAL LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Financial Institution with or without Drive-Through	1/300 SF
Medical Office	1/200 SF
Office Building	1/300 SF

RECREATION, ENTERTAINMENT, AND AMUSEMENT LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Billiard Parlor or Pool Hall	1/100 SF or 1/4 Seats[1]
Indoor Commercial Amusement/Recreation	1/3 Occupancy
Public or Private Community or Recreation Club	3/Game Court or Bowling Alley, 1/250 SF of Assembly Area, & 25% Permitted on Pervious Surface
Public or Private Golf Course	5/Golf Green
Park or Playground	1/1,000 SF of Site Area
Recreation Facility, Health Club, or Gym	3/Game Court & 1/200 SF
Sports Arena, Stadium, and/or Track	1/3 Seats
Private Club	1/100 SF or 1/4 Seats[1]
Theater	1/3 Seats

RECREATION, ENTERTAINMENT, AND AMUSEMENT LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Antique/Collectable	1/250 SF
Auto/Truck Parts and Accessories	1/250 SF
Hair Salon, Manicurist, or Barbershop	1/250 SF
Hotel	1/Unit & 50% of Accessory Uses
Motel	1/Unit & 50% of Accessory Uses
Laundry/Dry Cleaning	1/250 SF
Mailing Service	1/300 SF
Full Service Restaurant	1/100 SF or 1/4 Seats[1]
Limited Service Restaurant	1/250 SF
Retail Store with Gasoline Sales	1/250 SF
General Retail Store	1/250 SF
Art, Photography, or Music Studio	1/250 SF
Veterinarian (*i.e. Not a Hospital or Clinic*)	1/300 SF

COMMERCIAL AND BUSINESS SERVICES LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Building and Landscape Materials	1/250 SF with a Minimum of 5
Commercial Other than Listed	As Determined by the Director
Exhibit Hall	1/100 SF
Medical or Scientific Research Laboratory	As Determined by the Director
Mortuary or Funeral Home	1/300 SF & 1/100 SF for Chapel
Research and Technology	1/500 SF or 1/Employee[1]
Shoe and Boot Repair and Sales	1/250 SF
Trade School	1/20 SF of Classroom Area

AUTO AND MARINE LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Auto Body Repair	2/Service Bay
Auto Mechanical Repair	2/Service Bay
Quick Lube/Oil Change	2/Service Bay
Truck Stop with Fuel and Accessory Services	1/200 SF for Retail/Restaurant, 2/Service Bay, & Mix of Truck and Car Stalls to be Determined by the Director
Truck/Trailer Rental	1/200 SF with a Minimum of 5

INDUSTRIAL AND MANUFACTURING LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Apparel Manufacturing	1/200 SF
Asphalt or Concrete Batch Plant	As Determined by the Director
Industrial and Manufacturing Other Than Listed	As Determined by the Director
Light Assembly and Fabrication	1/500 SF or 0.75/Employee[1&3]
Heavy Manufacturing	1/500 SF or 0.75/Employee[1&3]
Printing, Engraving, and Related Businesses	1/300 SF or 1/Employee[1]
Welding Repair	1/500 SF or 1/2 Employees[1]

INDUSTRIAL AND MANUFACTURING LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Distribution of Books or Other Printed Materials	1/1,000 or 1/2 Employees[1]
Gas/Chemical Bulk Storage	1/2,000 SF of Site Area
Mini-Warehouse	3 Parking Spaces & 1/100 Units
Packaging and/or Distribution	1/2,000 SF of Site Area or 1/2 Employees[1]
Recycling Collection Center and/or Storage	1/1,000 SF or 1/Employee[1]
Warehouse with Inside Storage	1/1,000
Outside Storage	As Determined by the Director
Warehouse Distribution Center	As Determined by the Director

UTILITIES, TRANSPORTATION, AND COMMUNICATION LAND USES

LAND USE	MINIMUM PARKING REQUIRED
Commercial Antenna	1 Parking Space
Telephone Switching Station	1 Parking Space
Electrical Substation	1 Parking Space
Utility Shop and Storage	1/2,000 SF of Site Area
Airport, Heliport, or Landing Field	As Determined by the Director
Helistop	5 Spaces for Commercial and 3 Spaces for Non-Commercial

Notes:

[1]: Whichever is greater.

[2]: As determined by the Director of Planning and Zoning.

[3]: Number of employees.

January 19, 2024

City of Rockwall
Attn: Ryan Miller, AICP
Director of Planning
Department of Planning and Zoning
Rockwall City Hall
385 S. Goliad Street
Rockwall, Texas 75087

Re: Application for Planned Development District Zoning

To Mr. Miller,

The enclosed application for planned development district zoning allows a mix of uses, including retail, commercial, and condominium uses, on the subject property, which is currently zoned "C" Commercial. The purpose of the proposed zoning district is to allow flexibility to develop retail and commercial uses with two condominium phases, each limited to 250 dwelling units. In addition, the applicant is seeking the abandonment and rezoning of internal portions of Conveyor Street, as shown on the proposed PD Concept Plan, to allow the street to become part of the development. Please consider this letter to be a formal request to abandon Conveyor Street. In addition, please notice the Conveyor Street right-of-way as part of the area of request for the PD zoning case and include the right-of-way in the PD zoning ordinance, if approved.

CONVEYOR I-30 PARTNERS, LP

By: Ronald P. Benlin
Name: RONALD P. BENLIN
Title: Partner

ROCKWALL 549/I-30 PARTNERS, LP

By: Ronald P. Benlin
Name: RONALD P. BENLIN
Title: Partner

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BEGINNING at a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the northernmost northwest corner of Lot 1, Block B, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, common to the north corner of a corner clip at the intersection of the southerly right-of-way line of Justin Road (85' wide public right-of-way)(Instrument No. 20210000008470, said Plat Records) and the easterly right-of-way line of said Conveyors Street;

THENCE South 43°16'40" West, with said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped “KHA” found for the south corner of said corner clip;

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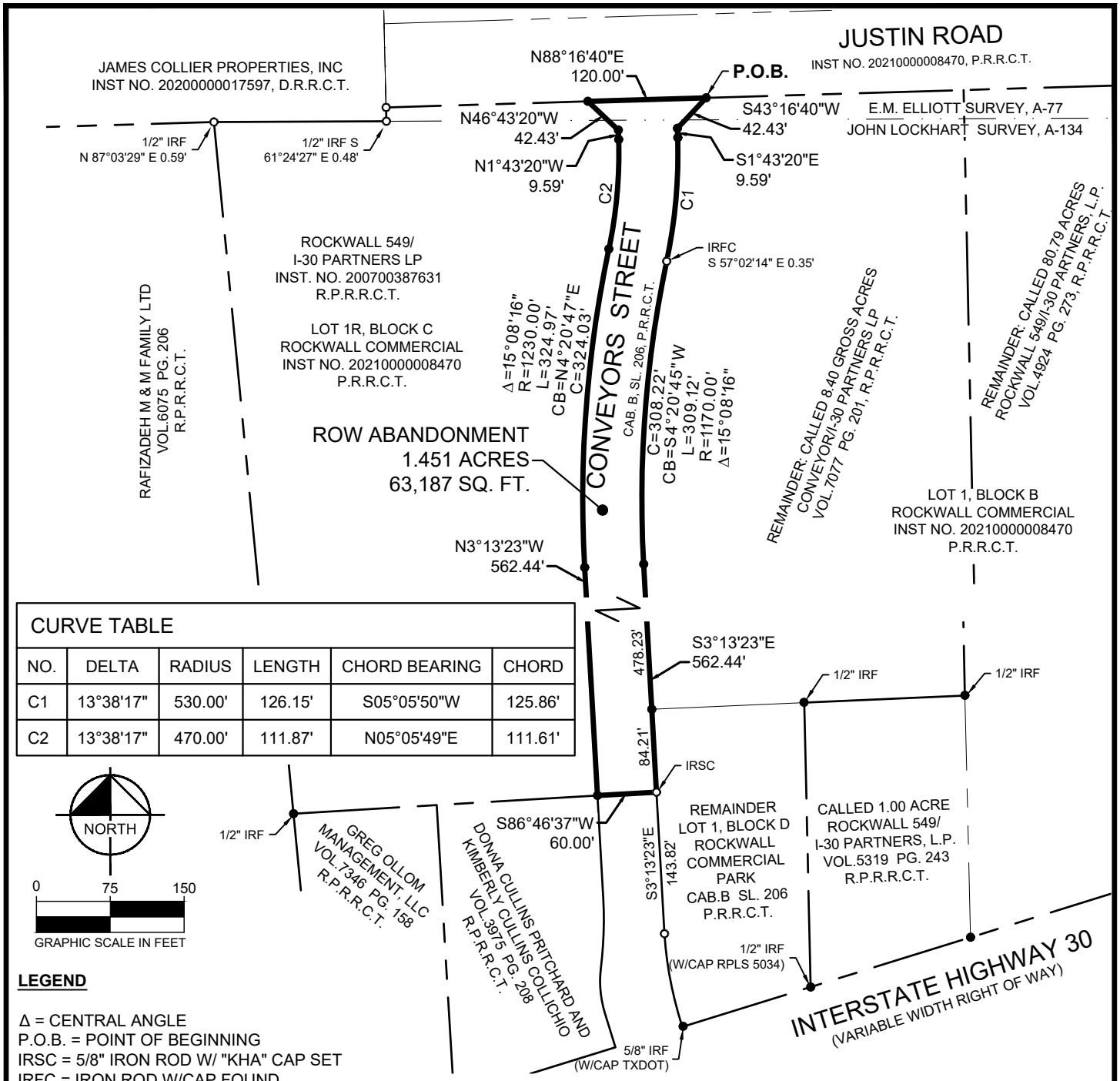
Kimley»Horn
6160 Warren Parkway, Suite 210
Frisco, Texas 75034
FIRM # 10193822
Tel. No. (972) 335-3580
Fax No. (972) 335-3779

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N/A	JMH	KHA	Jan. 2024	063942002	2 OF 3



CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	13°38'17"	530.00'	126.15'	S05°05'50"W	125.86'
C2	13°38'17"	470.00'	111.87'	N05°05'49"E	111.61'

LEGEND

Δ = CENTRAL ANGLE
P.O.B. = POINT OF BEGINNING
IRSC = 5/8" IRON ROD W/ "KHA" CAP SET
IRFC = IRON ROD W/CAP FOUND
D.R.C.C.T. = DEED RECORDS, ROCKWALL COUNTY, TEXAS
P.R.R.C.T. = PLAT RECORDS, ROCKWALL, COUNTY, TEXAS
R.P.R.C.C.T. = REAL PROPERTY RECORDS, ROCKWALL COUNTY, TEXAS

●= 5/8" iron rod with cap stamped "KHA" found

NOTES
Bearing system based on the Texas Coordinate System of 1983, North Central Zone (4202), North American Datum of 1983.

EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES
E.M. ELLIOT SURVEY, A-77 &
JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

PRELIMINARY

THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

MICHAEL MARX
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 5181
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michael.marx@kimley-horn.com

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Fax No. (972) 335-3779

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 150'	JMH	KHA	Jan. 2024	063942002	3 OF 3

CITY OF ROCKWALL

ORDINANCE NO. 24-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, CLOSING, ABANDONING AND VACATING THE DEDICATED PUBLIC RIGHT-OF-WAY FOR CONVEYOR STREET MORE SPECIFICALLY DESCRIBED IN *EXHIBIT 'A'* AND DEPICTED *EXHIBIT 'B'* OF THIS ORDINANCE AND CONVEYING THE RIGHT-OF-WAY TO THE ADJACENT PROPERTY OWNER; IDENTIFYING A MUNICIPAL PURPOSE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Subsection 311.007, *Closing of Street or Alley by Home-Rule Municipality*, of Chapter 311, *General Provisions Relating to Municipal Streets*, of the Texas Transportation Code grants a home-rule municipality the powers to vacate, abandon, or close a street or alleyway; and,

WHEREAS, Section 272.001(b) of the Texas Local Government Code provides that land -- *including streets or alleys* -- owned in fee or used by easement by a political subdivision of the state, may be conveyed, sold or exchanged for less than fair market value with one or more of the abutting property owners who own the underlying fee; and,

WHEREAS, the City of Rockwall currently incurs costs annually associated with the maintenance (*i.e. mowing*) of the dedicated public right-of-way for Conveyor Street -- *described in Exhibit 'A' and depicted in Exhibit 'B' of this ordinance* -- which is currently a public roadway; and,

WHEREAS, the City Council of the City of Rockwall has determined that the dedicated public right-of-way -- *described in Exhibit 'A' and depicted in Exhibit 'B' of this ordinance* -- is no longer needed for public purposes, and finds that it is in the best interest of the City to convey the roadway to the adjacent and abutting property owner; and,

WHEREAS, with proper notice to the public, a public hearing was held on *February 20, 2024* at a meeting of the City Council of the City of Rockwall, during which all interested parties and citizens were allowed to appear and be heard; and,

WHEREAS, the City of Rockwall has determined that it is feasible and advantageous to abandon this City property subject to the terms and conditions set forth below.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS:

SECTION 1. PROPERTY. The *Property* shall be as described in *Exhibit 'A'* and depicted in *Exhibit 'B'* of this ordinance, and shall be incorporated by reference herein.

SECTION 2. QUITCLAIM. Section 272.001(b) of the Texas Local Government Code allows the City the power to convey city-owned property at less than fair market value to the abutting property owners. The Mayor of the City of Rockwall or the City Manager, as the case may be, are authorized to quitclaim the *Property* described in *Section 1* hereof to the abutting property owner upon the approval of this ordinance.

SECTION 3. LIMITATIONS. The abandonment of the *Property* shall extend only to the public right, title and easement in and to the tracts of land described in *Exhibit 'A'* and depicted in *Exhibit 'B'* of this ordinance, and shall be construed only to that interest the governing body of the City may legally and

DRAFT ORDINANCE 01.30.2024

lawfully abandon.

SECTION 4. MUNICIPAL PURPOSE. The *Property* described in *Section 1*, save and except the municipal utility easements located thereon, is no longer needed for municipal purposes and it is in the public interest of the City, to abandon said described portions of the right-of-way as depicted in *Exhibit 'C'* to the adjacent and abutting property owners.

SECTION 5. SCOPE. That the abandonment provided for herein shall extend only to the public right, title and easement in and to the tracts of land described in *Section 1* of this ordinance, and shall be construed only to that interest the governing body of the City of Rockwall may legally and lawfully abandon.

SECTION 6. EXCEPTIONS. In addition to the express reservations provided for in *Section 1* hereof, the conveyance is made subject to any and all valid, conditions, easements, restrictions and the like, whether record or not in the real property records of Rockwall County Texas.

SECTION 7. INCORPORATION OF RECITALS. The City Council finds the recitals contained in the preamble to this *Ordinance* are true and correct and incorporates them as findings of fact.

SECTION 8. SAVINGS CLAUSE. If any section or provision of this ordinance or the application of that section or provision to any person, firm, corporation, situation or circumstance is for any reason judged invalid, the adjudication shall not affect any other section or provision of this ordinance or the application of any other section or provision to any other person, firm, corporation, situation or circumstance, and the City Council declares that it would have adopted the valid portions and applications of the ordinance without the invalid parts and to this end the provisions of this ordinance shall remain in full force and effect.

SECTION 9. REPEALING ORDINANCES IN CONFLICT. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 10. EFFECTIVE DATE. This *Ordinance* shall be effective immediately following its passage and approval by the City Council.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, THIS THE 4TH DAY OF MARCH, 2024.

_____
Trace Johannessen, *Mayor*

ATTEST:

_____
Kristy Teague, *City Secretary*

APPROVED AS TO FORM:

_____
Frank J. Garza, *City Attorney*

DRAFT ORDINANCE 01.30.2024

1st Reading: *February 20, 2024*

2nd Reading: *March 4, 2024*

DRAFT
ORDINANCE
01.30.2024

Exhibit 'A'
Legal Description

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77, and the John Lockhart, Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas, and being a portion of Conveyors Street (60' wide public right-of-way) (Cabinet B, Slide 206, Plat Records, Rockwall County, Texas) and being more particularly described by metes and bounds as follows:

BEGINNING at a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the northernmost northwest corner of Lot 1, Block B, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, common to the north corner of a corner clip at the intersection of the southerly right-of-way line of Justin Road (85' wide public right-of-way) (Instrument No. 20210000008470, said Plat Records) and the easterly right-of-way line of said Conveyors Street;

THENCE South 43°16'40" West, with said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the south corner of said corner clip;

THENCE with the common line of said Lot 1, Block B and said Conveyors Street the following courses and distances:

South 01°43'20" East, a distance of 9.59 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of South 05°05'50" West, 125.86 feet;

In a southerly direction, with said tangent curve to the right, an arc distance of 126.15 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a reverse curve to the left with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of South 04°20'45" West, 308.22 feet;

In a southerly direction, with said reverse curve to the left, an arc distance of 309.12 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for corner;

South 03°13'23" East, passing at a distance of 478.23 feet a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the westernmost southwest corner of said Lot 1, Block B, and continuing along the same course and with the common line of Lot 1, Block D, Rockwall Commercial Park, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, said Plat Records, for a total distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" set for corner;

THENCE South 86°46'37" West, departing said common line and crossing said Conveyors Street, a distance of 60.00 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the southeast corner of Lot 1R, Block C, Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Instrument No. 20210000008470, said Plat Records, same being the northeast corner of a tract of land described in a deed to Donna Cullins Pritchard and Kimberly Cullins Collichio, recorded in Volume 7346, Page 158, Real Property Records, Rockwall County, Texas;

THENCE with the common line of said Lot 1R, Block C and said Conveyors Street the following courses and distances:

North 03°13'23" West, a distance of 562.44 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 1,230.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'47" East, 324.03 feet;

In a northerly direction, with said tangent curve to the right, an arc distance of 324.97 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found at the beginning of a reverse curve to the left with a radius of 470.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'49" East, 111.61 feet;

In a northerly direction, with said reverse curve to the left, an arc distance of 111.87 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for corner;

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North 01°43'20" West, a distance of 9.59 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the easternmost northeast corner of said Lot 1R, Block C, common to the south corner of a corner clip at the intersection of the westerly right-of-way line of said Lot 1R, Block C and the southerly right-of-way line of said Justin Road;

THENCE North 46°43'20" West, along said corner clip, a distance of 42.43 feet to a 5/8-inch iron rod with red plastic cap stamped "KHA" found for the northernmost northeast corner of said Lot 1R, Block C, common to the north corner of said corner clip;

THENCE North 88°16'40" East, crossing said Conveyors Street, a distance of 120.00 feet to the **POINT OF BEGINNING** and containing 63,187 square feet or 1.451 acres of land, more or less.

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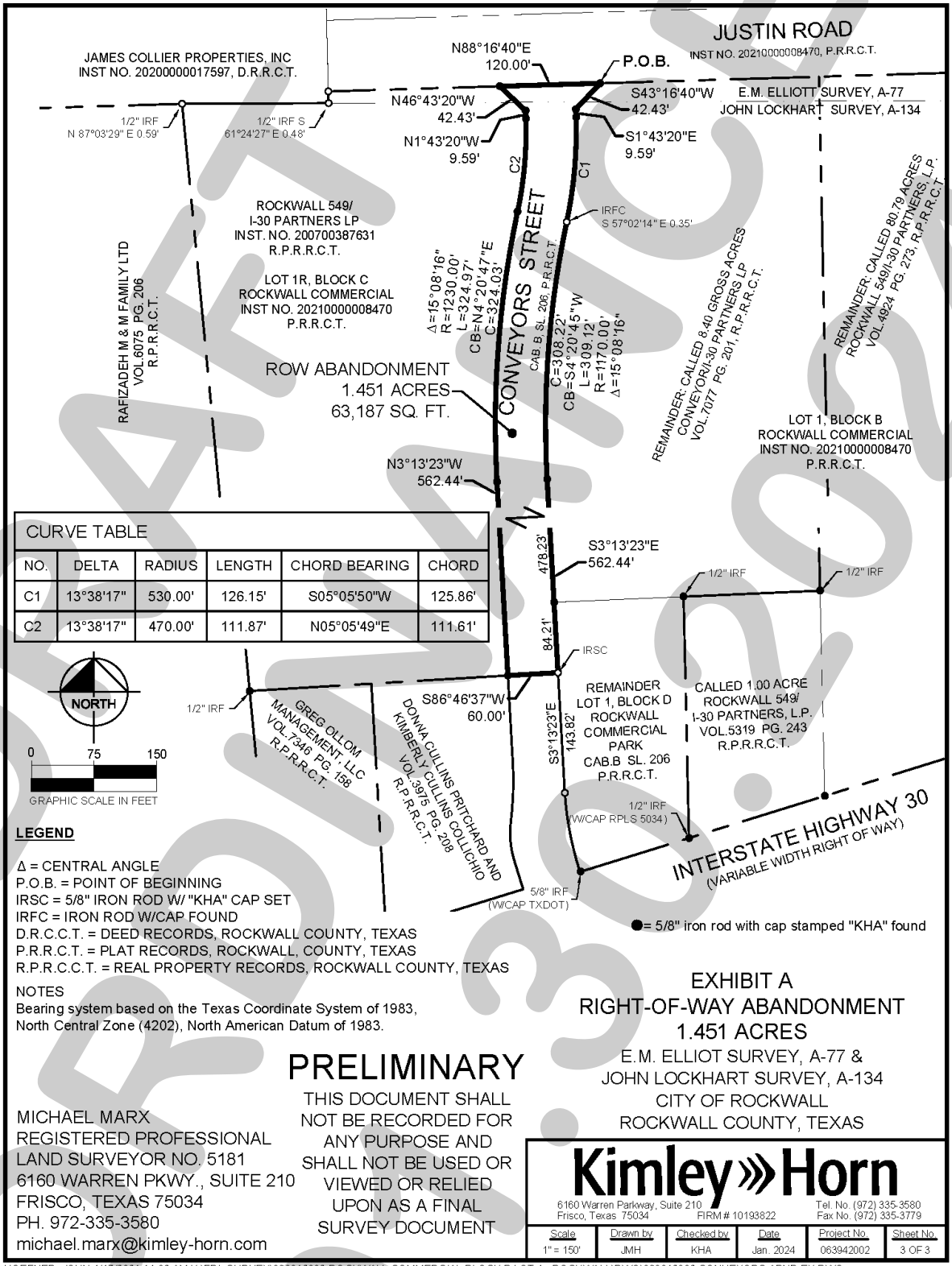
Exhibit 'B'
Dedicated Public Right-of-Way to be Abandoned



CURVE TABLE					
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LEGEND

Δ = CENTRAL ANGLE
P.O.B. = POINT OF BEGINNING
IRSC = 5/8" IRON ROD W/ "KHA" CAP SET
IRFC = IRON ROD W/CAP FOUND
D.R.C.C.T. = DEED RECORDS, ROCKWALL COUNTY, TEXAS
P.R.R.C.T. = PLAT RECORDS, ROCKWALL, COUNTY, TEXAS
R.P.R.C.C.T. = REAL PROPERTY RECORDS, ROCKWALL COUNTY, TEXAS

NOTES
Bearing system based on the Texas Coordinate System of 1983, North Central Zone (4202), North American Datum of 1983.

●= 5/8" iron rod with cap stamped "KHA" found

EXHIBIT A
RIGHT-OF-WAY ABANDONMENT
1.451 ACRES
E.M. ELLIOT SURVEY, A-77 &
JOHN LOCKHART SURVEY, A-134
CITY OF ROCKWALL
ROCKWALL COUNTY, TEXAS

PRELIMINARY
THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

MICHAEL MARX
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 5181
6160 WARREN PKWY., SUITE 210
FRISCO, TEXAS 75034
PH. 972-335-3580
michael.marx@kimley-horn.com

Kimley»Horn
6160 Warren Parkway, Suite 210, Frisco, Texas 75034 FIRM # 10193822
Tel. No. (972) 335-3580 Fax No. (972) 335-3779

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 150'	JMH	KHA	Jan. 2024	063942002	3 OF 3

HOEFNER, JOHN 1/17/2024 11:32 AM K:\FRI_SURVEY\063942002-ROCKWALL COMMERCIAL BLOCK B LOT 1 - ROCKWALL\DWG\063942002 CONVEYORS ABND EX.DWG

DRAFT 01.30.2024

CITY OF ROCKWALL

ORDINANCE NO. 24-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, AMENDING THE UNIFIED DEVELOPMENT CODE [*ORDINANCE NO. 20-02*] OF THE CITY OF ROCKWALL, AS HERETOFORE AMENDED, SO AS TO CHANGE THE ZONING FROM A COMMERCIAL (C) DISTRICT TO PLANNED DEVELOPMENT DISTRICT XX (PD-XX) FOR COMMERCIAL (C) DISTRICT LAND USES ON THE SUBJECT PROPERTY, BEING A 67.059-ACRE TRACT OF LAND IDENTIFIED AS LOT 1, BLOCK B; LOT 1R, BLOCK C; AND LOT 1, BLOCK D, ROCKWALL COMMERCIAL ADDITION, CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS, AND BEING MORE SPECIFICALLY DESCRIBED IN *EXHIBIT 'A'* AND FURTHER DEPICTED IN *EXHIBIT 'B'* OF THIS ORDINANCE; PROVIDING FOR SPECIAL CONDITIONS; PROVIDING FOR A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS ($2,000.00) FOR EACH OFFENSE; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City has received a request from Anthony Loeffel of Kimley-Horn on behalf of Ronald P. Berlin of Rockwall 549/I-30 Partners, LP and Conveyor I30 Partners, LP for the approval of a *Zoning Change* from a Commercial (C) District to Planned Development District XX (PD-XX) for Commercial (C) District land uses on a 67.059-acre tract of land identified as Lot 1, Block B; Lot 1R, Block C; and Lot 1, Block D, Rockwall Commercial Addition, City of Rockwall, Rockwall County, Texas, zoned Commercial (C) District, situated within the IH-30 Overlay (IH-30 OV) District, generally located at the northwest corner of Stodghill Road (*FM-3549*) and the IH-30 Frontage Road, and more fully described in *Exhibit 'A'* and depicted in *Exhibit 'B'* of this ordinance, which hereinafter shall be referred to as the *Subject Property* and incorporated by reference herein; and

WHEREAS, the Planning and Zoning Commission of the City of Rockwall and the governing body of the City of Rockwall in compliance with the laws of the State of Texas and the ordinances of the City of Rockwall have given the requisite notices by publication and otherwise, and have held public hearings and afforded a full and fair hearing to all property owners generally and to all persons interested in and situated in the affected area, and in the vicinity thereof, and the governing body in the exercise of its legislative discretion, has concluded that the Unified Development Code [*Ordinance No. 20-02*] should be amended as follows:

NOW, THEREFORE, **BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS:**

SECTION 1. That the *Subject Property* shall be used only in the manner and for the purposes authorized by this Planned Development District Ordinance and the Unified Development Code [*Ordinance No. 20-02*] of the City of Rockwall as heretofore amended, as amended herein by granting this zoning change, and as may be amended in the future;

SECTION 2. That development of the *Subject Property* shall generally be in accordance with

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the *Concept Plan*, depicted in *Exhibit 'C'* of this ordinance, attached hereto and incorporated herein by reference as *Exhibit 'C'*, which is deemed hereby to be a condition of approval of the amended zoning classification for the *Subject Property*;

SECTION 3. That development of the *Subject Property* shall generally be in accordance with the *Development Standards*, outlined in *Exhibit 'D'* of this ordinance, attached hereto and incorporated herein by reference as *Exhibit 'D'*, which is deemed hereby to be a condition of approval of the amended zoning classification for the *Subject Property*;

SECTION 4. That the official zoning map of the City be corrected to reflect the changes in the zoning described herein;

SECTION 5. That any person, firm, or corporation violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and upon conviction shall be punished by a penalty of fine not to exceed the sum of *TWO THOUSAND DOLLARS ($2,000.00)* for each offense and each and every day such offense shall continue shall be deemed to constitute a separate offense;

SECTION 6. That if any section, paragraph, or provision of this ordinance or the application of that section, paragraph, or provision to any person, firm, corporation or situation is for any reason judged invalid, the adjudication shall not affect any other section, paragraph, or provision of this ordinance or the application of any other section, paragraph or provision to any other person, firm, corporation or situation, nor shall adjudication affect any other section, paragraph, or provision of the Unified Development Code, and the City Council declares that it would have adopted the valid portions and applications of the ordinance without the invalid parts and to this end the provisions for this ordinance are declared to be severable;

SECTION 7. The standards in this ordinance shall control in the event of a conflict between this ordinance and any provision of the Unified Development Code or any provision of the City Code, ordinance, resolution, rule, regulation, or procedure that provides a specific standard that is different from and inconsistent with this ordinance. References to zoning district regulations or other standards in the Unified Development Code (*including references to the Unified Development Code [UDC]*), and references to overlay districts, in this ordinance or any of the Exhibits hereto are those in effect on the date this ordinance was passed and approved by the City Council of the City of Rockwall, Texas;

SECTION 8. That this ordinance shall take effect immediately from and after its passage;

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ROCKWALL, TEXAS, THIS THE 4TH DAY OF MARCH, 2024.

_____
Trace Johannessen, *Mayor*

ATTEST:

_____
Kristy Teague, *City Secretary*

DRAFT ORDINANCE 01.30.2024

APPROVED AS TO FORM:

_____

Frank J. Garza, *City Attorney*

1st Reading: *February 20, 2024*

2nd Reading: *March 4, 2024*

DRAFT ORDINANCE 01.30.2024

Exhibit 'A'
Legal Description

TRACT 1

BEING a tract of land situated in the E.M. Elliot Survey, Abstract No. 77 and John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being all of Lot 1R, Block C of Rockwall Commercial, an addition to the City of Rockwall, Texas, according to the Plat thereof recorded in Instrument No. 20210000008470 of the Plat Records of Rockwall County, Texas.

TRACT 2

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and being a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8" iron rod with a cap stamped "TXDOT" found for the southwest corner of said Lot 1, Block D and the northeast corner of the intersection of northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way) with the easterly right-of-way line of Conveyors Street (a 60-foot right-of-way), same being at the beginning of a non-tangent curve to the right with a radius of 397.84 feet, a central angle of 13°52'57", and a chord bearing and distance of North 10°51'16" West, 96.16 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, and with said non-tangent curve to the right, an arc distance of 96.40 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

THENCE North 03°13'23" West, continuing along the common line of said Lot 1, Block D and the easterly right-of-way line of said Conveyors Street, passing at a distance of 228.03 feet a 5/8" iron rod with a red plastic cap stamped "KHA" found for the northernmost southwest corner of said Lot 1, Block B, continuing along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street a total distance of 706.26 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 1,170.00 feet, a central angle of 15°08'16", and a chord bearing and distance of North 04°20'45" East, 308.22 feet;

THENCE in a northerly direction, along the common line of said Lot 1, Block B and the easterly right-of-way line of said Conveyors Street the following courses and distances:

> In a northerly direction, with said tangent curve to the right, an arc distance of 309.12 feet to the beginning of a reverse curve to the left with a radius of 530.00 feet, a central angle of 13°38'17", and a chord bearing and distance of North 05°05'50" East, 125.86 feet, from which a 5/8" iron rod with plastic cap stamped "KHA" found bears South 57°02'14" East, a distance of 0.35 feet;
>
> In a northerly direction, with said reverse curve to the left, an arc distance of 126.15 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found for corner;
>
> North 01°43'20" West, a distance of 9.59 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the most southerly northwest corner of said Lot 1, Block B same being the southernmost end of a right-of-way corner clip at the intersection of the east right-of-way line of said Conveyors Street and the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas;

THENCE North 43°16'40" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8" iron rod with plastic cap stamped "KHA" found for the northernmost end of said right-of-way clip same being

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the most northerly northwest corner of said Lot 1, Block B;

THENCE North 88°16'40" East, along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, a distance of 261.47 feet to a point for corner on the easterly line of said 8.40 gross acre tract and the westerly line of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, Real Property Records of Rockwall County, Texas;

THENCE South 01°12'38" East, departing the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a 1/2-inch iron rod found for the easterly, southeast corner of said 8.40 gross acre tract and the northeast corner of a called 1.00 acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, Real Property Records of Rockwall County, Texas, same also being an ell corner of said Lot 1, Block B;

THENCE South 87°29'50" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract;

THENCE South 01°17'14" East, departing the southerly line of said Lot 1, Block B, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing aforesaid Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod with a plastic cap, stamped "RPLS 5034" found for the southwest corner of said 1.00-acre tract, the southerly and the southeast corner of said 8.40 gross acre tract, same being on the southerly line of aforesaid Lot 1, Block D and the northerly right-of-way line of aforesaid Interstate Highway 30;

THENCE South 72°46'08" West, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block D and along the northerly right of way line of said Interstate Highway 30, a distance of 136.40 feet to the ***POINT OF BEGINNING*** and containing 349,085 square feet or 8.014 acres of land, more or less.

TRACT 3

BEING a tract of land situated in the E.M. Elliott Survey, Abstract No. 77 and the John Lockhart Survey, Abstract No. 134, City of Rockwall, Rockwall County, Texas and being a portion of Lot 1, Block B of Rockwall Commercial, an addition to the City of Rockwall, Texas according to the plat thereof recorded in Instrument Number 20210000008470, Plat Records of Rockwall County, Texas, and a portion of Lot 1, Block D of Rockwall Commercial Park an addition to the City of Rockwall, Texas, according to the plat thereof recorded in Cabinet B, Slide 206, Plat Records of Rockwall County, Texas, same being a portion of a called 80.79-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 4924, Page 273, and all of a called 1.00-acre tract of land, described in a Special Warranty Deed to Rockwall 549/I-30 Partners, L.P., recorded in Volume 5319, Page 243, both of the Real Property Records of Rockwall County, Texas, and being more particularly described by the metes and bounds as follows:

BEGINNING at a 5/8" iron rod with a red plastic cap stamped "KHA" found for the most southerly southeast corner of said Lot 1, Block B and in the northerly right-of-way line of Interstate Highway 30 (a variable width right-of-way);

THENCE along the common line of said Lot 1, Block B and the northerly right-of-way line of said Interstate Highway 30, the following courses and distances:

South 72°46'18" West, a distance of 384.46 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

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South 64°14'27" West, a distance of 202.24 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for corner;

THENCE South 72°46'08" West, continuing along said common line and the south line of said Lot 1, Block D, and passing at a distance of 1507.74 feet a 5/8" iron rod with a red plastic cap stamped "KHA" found for the southeast corner of said Lot 1, Block D, continuing along said line a total distance of 1,677.69 feet to a 1/2-inch iron rod found for the southwest corner of aforesaid 1.00-acre tract, same being the southerly, southeast corner of a called 8.40 gross acre tract of land, described in a Special Warranty Deed to Conveyor/I-30 Partners LP, as recorded in Volume 7077, Page 201, Real Property Records of Rockwall County, Texas;

THENCE North 01°17'14" West, departing the northerly right-of-way line of said Interstate Highway 30 and the southerly line of said Lot 1, Block D, along an easterly line of said 8.40 gross acre tract and the westerly line of said 1.00-acre tract and crossing said Lot 1, Block D, a distance of 288.54 feet to a 1/2-inch iron rod found for the northwest corner of said 1.00-acre tract and an ell corner of said 8.40 gross acre tract, same also being on a southerly line of aforesaid Lot 1, Block B;

THENCE North 87°29'50" East, along the southerly line of said 8.40 gross acre tract, the southerly line of said Lot 1, Block B, and the northerly line of said called 1.00-acre tract, a distance of 163.20 feet to a 1/2-inch iron rod found for the northeast corner of said 1.00-acre tract and the easterly, southeast corner of said 8.40 gross acre tract and an ell corner of said Lot 1, Block B, same being on the westerly line of aforesaid 80.79-acre tract;

THENCE North 01°12'38" West, departing the southerly line of said Lot 1, Block B, along the easterly line of said 8.40 gross acre tract and the westerly line of said 80.79-acre tract and crossing said Lot 1, Block B, a distance of 944.82 feet to a point for on the corner on the south right-of-way line of Justin Road (a 85' right-of-way), recorded in 20210000008470, Plat Records of Rockwall County, Texas and the north line of said Lot 1, Block B;

THENCE along the common line of the southerly right-of-way line of said Justin Road and the north line of said Lot 1, Block B, the following courses and distance:

North 88°16'40" East, a distance of 331.59 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found at the beginning of a tangent curve to the left with a radius of 1,592.50 feet, a central angle of 17°40'38", and a chord bearing and distance of North 79°26'21" East, 489.38 feet;

In an easterly direction, with said tangent curve to the left, an arc distance of 491.33 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found at the beginning of a reverse curve to the right with a radius of 3,979.40 feet, a central angle of 18°16'32", and a chord bearing and distance of North 79°44'18" East, 1,263.93 feet;

In an easterly direction, with said reverse curve to the right, an arc distance of 1,269.31 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found for corner;

North 88°52'34" East, a distance of 49.83 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found for the most northerly northeast corner of said Lot 1, Block B same being the northernmost end of a right-of-way corner clip at the intersection of the south right-of-way line of said Justin Road and the west right-of-way line of F.M. Highway 3549 (a variable width right-of-way);

THENCE South 46°07'44" East, along said right-of-way corner clip, a distance of 42.43 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found for the southernmost corner of said corner clip same being the most southerly northeast corner of said Lot 1, Block B;

THENCE along the westerly right-of-way line of said F.M. Highway 3549 and the east line of said Lot 1,

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Block B the following courses and distances:

South 01°08'02" East, a distance of 165.78 feet to a 5/8" iron rod found for corner;

South 01°26'27" West, a distance of 113.61 feet to a 5/8" iron rod found for corner;

South 58°12'55" West, a distance of 98.69 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" found for corner;

South 01°07'09" East, a distance of 441.34 feet to a 5/8" iron rod with a red plastic cap stamped "KHA" set for the northernmost southeast corner of said Lot 1, Block B, from which a 5/8" iron rod found (disturbed) bears South 30°38'33" East, a distance of 1.35 feet;

South 35°33'35" West, a distance of 80.25 feet to the ***POINT OF BEGINNING*** and containing 2,175,068 square feet or 49.933 acres of land, more or less.

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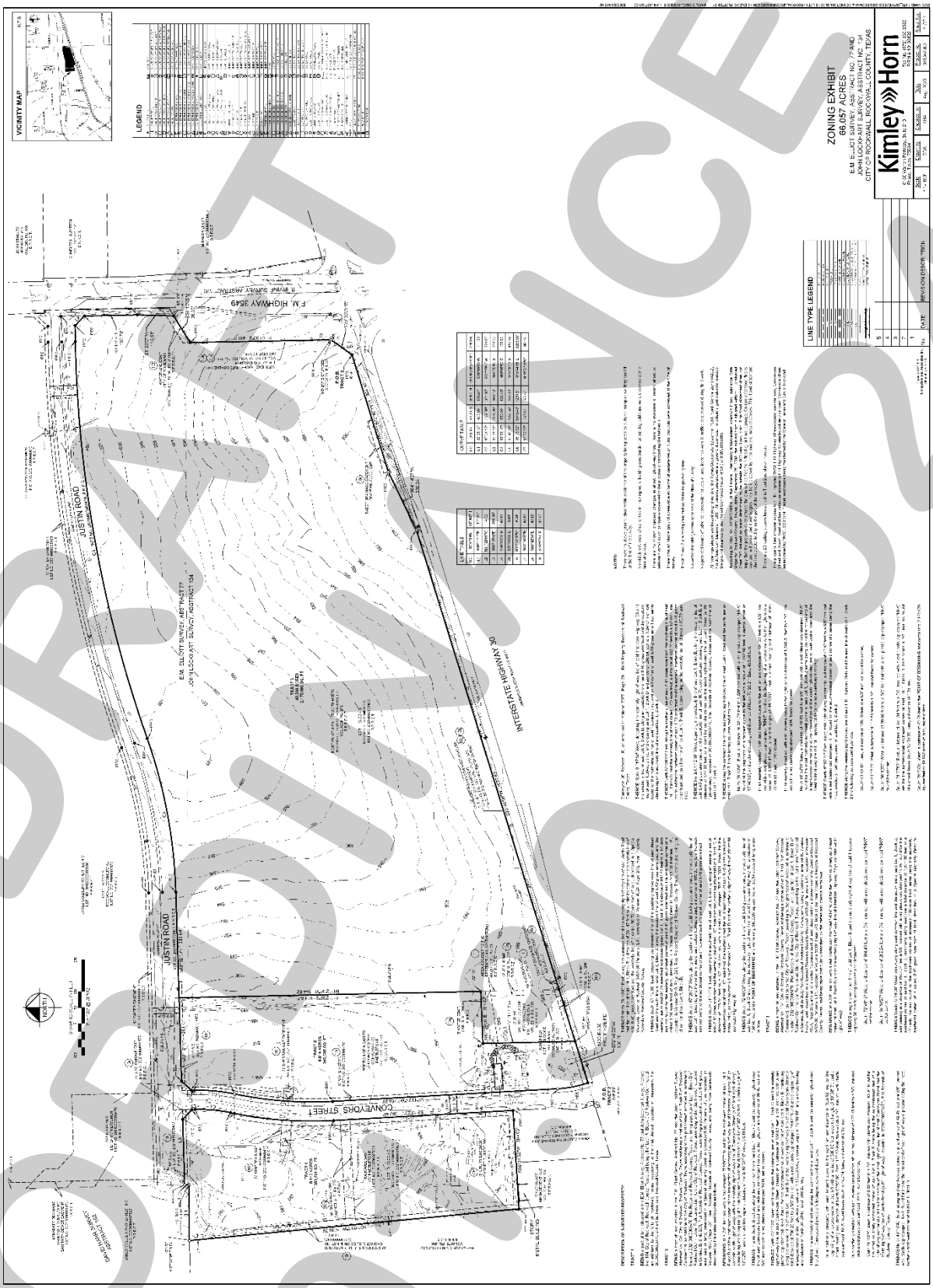
Exhibit 'B'
Survey



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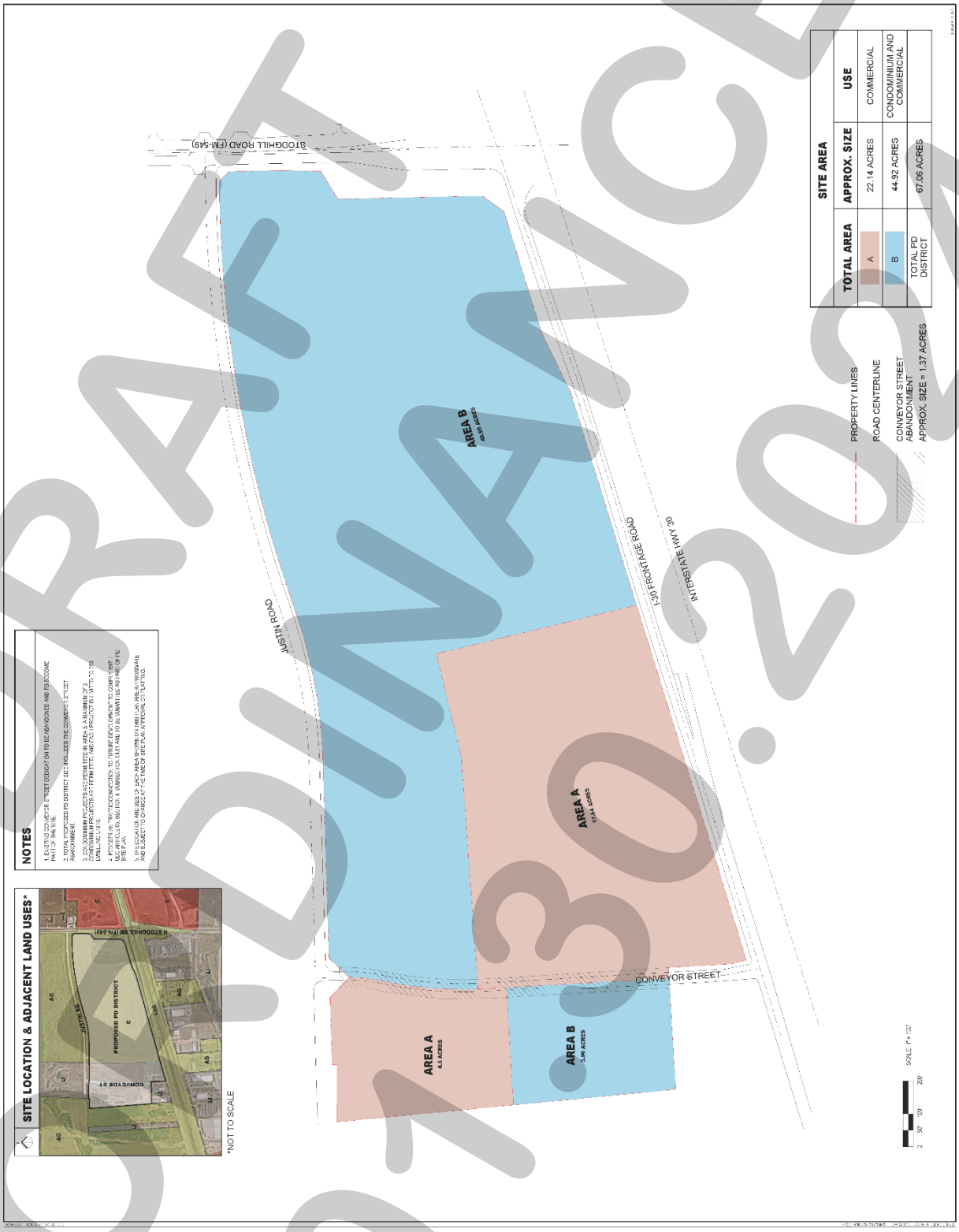

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Exhibit 'D'
Development Standards

(A) PROCESS AND INTENT

(1) *Area A*. The intent of *Area A -- as depicted in the Concept Plan contained in Exhibit 'C' of this ordinance* -- is to provide for a single, *Big-Box* retailer. Should a *PD Site Plan* be submitted for this area conforming to this intent, a *PD Development Plan* shall *not* be required, and the submitted *PD Site Plan* shall proceed through the approval process for *Site Plans* in accordance with Article 11, *Development Applications and Review Procedures*, of the Unified Development Code (UDC); however, if a *PD Site Plan* that conforms to the development regulations of the Unified Development Code (UDC) -- *as amended by this ordinance* -- shall be approved. If a *PD Site Plan* is submitted that deviates from this intent (*e.g. multiple lots or buildings are proposed*), a *PD Development Plan* conforming to the requirements contained in Section 04, *Commercial Districts*, and Section 06, *Overlay Districts*, of Article 05, *District Development Standards*, of the Unified Development Code (UDC) [*Ordinance No. 20-02*] -- *and regardless of the requirements established by this Planned Development District Ordinance* -- shall be submitted and approved in accordance with the process outlined in Article 10, *Planned Development Regulations*, of the Unified Development Code (UDC) [*Ordinance No. 20-02*].

(2) *Area B*. The intent of *Area B -- as depicted in the Concept Plan contained in Exhibit 'C' of this ordinance* -- is to provide a *Regional* mixed-use development that incorporates condominiums, retail, restaurant, and/or entertainment land uses in conformance with the vision established in the *IH-30 Corridor Plan* contained in the OURHometown Vision 2040 Comprehensive Plan. To establish conformance with this intent, a *PD Development Plan* shall be submitted for entire area prior to the approval of a *PD Site Plan*. The *PD Development Plan* shall contain, at a minimum, the following: [*1*] development standards conforming to the requirements of the Unified Development Code (UDC) [*Ordinance No. 20-02*] and this Planned Development District Ordinance, [*2*] a *Concept Plan* showing a central green space and integrated land uses that are constructed in one (1) of the four (4) models (*i.e. Strip Retail Center Model, Mixed-Use Center Model, Town Center Model, Regional Destination Center Model*) contained in the *IH-30 Corridor Plan*, [*3*] a *Pedestrian/Streetscape Plan* showing a walkable/pedestrian oriented development, and [*4*] *Design Guidelines* showing how the development of *Area B* will blend building orientation and architectural styles. This *PD Development Plan* shall be submitted and approved in accordance with the process outlined in Article 10, *Planned Development Regulations*, of the Unified Development Code (UDC) [*Ordinance No. 20-02*].

(3) *PD Development Plans*. If a *PD Site Plan* is submitted that does *not* meet the intent of this Planned Development District Ordinance, the Director of Planning and Zoning shall prepare a recommendation outlining how the proposed *PD Site Plan* fails to meet the intent, and bring the *PD Site Plan* and recommendation to the Planning and Zoning Commission for action. Should the Planning and Zoning Commission determine that the *PD Site Plan* does meet the intent of this ordinance, the *PD Site Plan* may be approved in accordance with the procedures of Article 11, *Development Applications and Review Procedures*, of the Unified Development Code (UDC) [*Ordinance No. 20-02*] and with the requirements of this ordinance; however, should the Planning and Zoning Commission determine that the *PD Site Plan* does *not* meet the intent of this ordinance, the Planning and Zoning Commission shall deny the *PD Site Plan* and the applicant shall be required to submit a *PD Development Plan* in accordance with Article 10, *Planned Development Regulations*, of the Unified Development Code (UDC) [*Ordinance No. 20-*

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02] and this ordinance.

(B) AREA A [*17.64-Acres*]

(1) *Permitted Land Uses*. Unless specifically provided for by this Planned Development District Ordinance, *Area A -- as depicted on the Concept Plan contained in Exhibit 'C' of this ordinance* -- shall be subject to the land uses permitted within the Commercial (C) District, as stipulated by the *Permissible Use Charts* contained in Article 04, *Permissible Uses*, of the Unified Development Code (UDC), as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future; however, the following shall apply:

(a) The following land uses shall be permitted *By-Right*:

- Warehouse/Distribution [1]

NOTES:
[1]: *AS AN ACCESSORY LAND USE TO A GENERAL RETAIL STORE ONLY.*

(b) The following land uses shall be expressly *Prohibited*:

- Agricultural Uses on Unplatted Land
- Animal Boarding/Kennel without Outside Pens
- Animal Hospital or Clinic
- Community Garden
- Urban Farm
- Caretakers Quarters/Domestic or Security Unit
- Convent, Monastery, or Temple
- Motel
- Blood Plasma Donor Center
- Cemetery/Mausoleum
- Church/House of Worship
- College, University, or Seminary
- Emergency Ground Ambulance Services
- Hospice
- Mortuary or Funeral Chapel
- Local Post Office
- Public or Private Primary School
- Public or Private Secondary School
- Temporary Education Buildings for Public or Private School
- Temporary Carnival, Circus, or Amusement Ride
- Temporary Fundraising Events by Non-Profit
- Indoor Gun Club with Skeet or Target Range
- Private Club, Lodge, or Fraternal Organization
- Tennis Courts (*i.e. Not Accessory to a Public or Private Country Club*)
- Astrologer, Hypnotist, or Psychic
- Portable Beverage Service Facility
- Business School
- Convalescent Care Facility/Nursing Home
- Daycare with Seven (7) or More Children

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- Retail Store with Gasoline Sales that has Two (2) or Less Dispensers (*i.e. Maximum of Four [4] Vehicles*)
- Retail Store with Gasoline Sales that has more than Two (2) Dispensers
- Temporary Christmas Tree Sales Lot and/or Similar Uses
- Copy Center
- Garden Supply/Plant Nursery
- Laundromat with Dropoff/Pickup Services
- Self Service Laundromat
- Night Club, Discotheque, or Dance Hall
- Pawn Shop
- Permanent Cosmetics
- Temporary Real Estate Sales Office
- Rental Store without Outside Storage and/or Display
- Secondhand Dealer
- Bail Bond Services
- Building and Landscape Material with Limited Outside Storage
- Building Maintenance, Service, and Sales without Outside Storage
- Electrical, Watch, Clock, Jewelry and/or Similar Repair
- Furniture Upholstery/Refinishing and Resale
- Rental, Sales, and Service of Heavy Machinery and Equipment
- Locksmith
- Shoe and Boot Repair and Sales
- Trade School
- Minor Automotive Repair Garage
- Automobile Rental
- New or Used Boat and Trailer Dealership
- Full Service Car Wash and Auto Detail
- Self Service Car Wash
- New and/or Used Indoor Motor Vehicle Dealership/Showroom
- New Motor Vehicle Dealership for Cars and Light Trucks
- Used Motor Vehicle Dealership for Cars and Light Trucks
- Recreational Vehicle (RV) Sales and Service
- Service Station
- Temporary Asphalt or Concrete Batch Plants
- Mining and Extraction of Sand, Gravel, Oil and/or Other Materials
- Mini-Warehouse
- Wholesale Showroom Facility
- Commercial Antenna
- Commercial Freestanding Antenna
- Bus Charter Service and Service Facility
- Helipad
- Radio Broadcasting
- Railroad Yard or Shop
- Transit Passenger Facility
- Wireless Communication Tower

(2) *Density and Development Standards*. Unless specifically provided for by this Planned Development District Ordinance, *Area A -- as depicted on the Concept Plan contained in*

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Exhibit 'C' of this ordinance -- shall be subject to the density and dimensional requirements stipulated for a property in a Commercial (C) District as required by Subsection 04.05, *Commercial (C) District*, of Article 05, *District Development Standards*, of the Unified Development Code (UDC) [*Ordinance No. 20-02*] of the City of Rockwall as heretofore amended, as amended herein by granting this zoning change, and as may be amended in the future; however, all development on *Area A* shall conform to the standards depicted in *Table 1*, which are as follows:

TABLE 1: LOT DIMENSIONAL REQUIREMENTS

MINIMUM LOT AREA	10,000 SF
MINIMUM LOT WIDTH	60'
MINIMUM LOT DEPTH	100'
MINIMUM FRONT YARD SETBACK [1]	25'
MINIMUM SIDE YARD SETBACK [2]	10'
MINIMUM REAR YARD SETBACK [2]	10'
MINIMUM BETWEEN BUILDINGS [2]	15'
MAXIMUM BUILDING HEIGHT [3]	75'
MAXIMUM LOT COVERAGE [4]	60%
MINIMUM LANDSCAPING	20%

GENERAL NOTES:

[1]*: FROM FUTURE RIGHT-OF-WAY AS SHOWN ON THE ADOPTED MASTER THOROUGHFARE PLAN OR AS ACTUALLY EXISTS, WHICHEVER IS GREATER.*

[2]*: THE SETBACK CAN BE REDUCED TO ZERO (0) FEET WITH A FIRE RATED WALL.*

[3]*: BUILDING HEIGHT MAY BE INCREASED UP TO 240-FEET IF APPROVED THROUGH A SPECIFIC USE PERMIT (SUP) BY THE PLANNING AND ZONING COMMISSION AND CITY COUNCIL.*

[4]*: NO ADDITIONAL FLOOR AREA RATIO (FAR) REQUIREMENTS WILL REGULATE THE LOT COVERAGE OR FORM OF THE BUILDING.*

(3) *Parking Requirements*. There shall be no restrictions on parking between the front façade of the building and the front property line. In addition, parking requirements for specific land uses will be as calculated in Article 06, *Parking and Loading*, of the Unified Development Code (UDC); however, the following parking ratios shall apply regardless of these standards:

(a) *Office*: One (1) Parking Space per 300 SF of Building Area.
(b) *General Retail*: One (1) Parking Space per 250 SF of Building Area.
(c) *Restaurant*: One (1) Parking Space per 100 SF of Building Area.
(d) *Warehouse/Distribution*: One (1) Parking Space per 1,000 SF of Building Area.

(4) *Off-Street Loading Requirements*. Loading docks shall *not* face directly onto the IH-30 Frontage Road, but may be located along the northern, western, and eastern facing building facades without restriction. No screening walls or wing walls will be required to screen the loading docks; however, three (3) tiered landscaping should be used to mitigate the visibility of these areas.

(5) *Residential Screening Requirements*. Any development in *Area A* shall be exempt from the *Residential Adjacency Screening Requirements* stipulated in Article 08, *Landscape and Fence Standards*, of the Unified Development Code (UDC) [*Ordinance No. 20-02*].

(6) *Building Materials and Design Standards*. All buildings in *Area A* shall adhere to the following:

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(a) *Building Materials*. The following building materials shall be permitted: stone, brick, glass curtain wall, aluminum and glass storefront, glass block, tile, prefabricated metal panel (*e.g. ACM or Aluminum Composite Material panels*), custom painted tilt-up concrete panel, and custom Concrete Masonry Units (CMU) (*i.e. units that have been sandblasted, burnished, or that have a split face -- light weight block or smooth faced block shall be prohibited*). In addition, the use of cementitious materials (*i.e. fiber cement, stucco, cementitious lap siding, tilt-up concrete or similar materials approved by the Director of Planning and Zoning or his/her designee*) shall be permitted without limitation for use on the building's exterior façade; however, stucco shall not be used within the first four (4) feet from grade on a building's façade.

(b) *Articulation Requirements*. The articulation requirements stipulated in Section 04.01, *General Commercial District Standards*, and Section 06.02, *General Overlay District Standards*, of the Unified Development Code (UDC) shall not apply to *Area A*; however, all buildings in *Area A* should generally include an articulated entryway that creates some relief in the front façade of the building. This element will be reviewed by the Architectural Review Board (ARB) with the *PD Site Plan*.

(c) *Roof Design Standards*. Flat roofs with or without parapets may be permitted; however, all rooftop mechanical equipment and/or other rooftop appurtenances (*excluding solar panels*) shall *not* be visible at-grade from the boundaries of *Area A*.

(d) *Required Architectural Elements*. All buildings shall be required to incorporate a minimum of two (2) of the following architectural elements:

- Canopies, Awnings, or Porticos
- Recesses/Projections
- Arcades
- Peaked Roof Forms
- Arches
- Outdoor Patios
- Display Windows
- Architectural Details (*e.g. Tile Work and Moldings*) Integrated into the Building's Façade
- Articulated Ground Floor Levels or Bases
- Articulated Cornice Line
- Integrated Planters or Wing Walls that Incorporate Landscape and Sitting Areas
- Offsets, Reveals, or Projecting Rib Expressing Architectural or Structural Bays
- Varied Roof Heights

(7) *Signage*. All signage shall conform to the requirements of Chapter 32, *Signs*, of the Municipal Code of Ordinances; however, the following shall apply:

(a) *Wall Signage*. A business shall be allowed any number of attached wall signs, projection signs, canopy signs, or marquee signs, so long as the total face area of the attached signs do not exceed 15.00% of the aggregate area of the wall face on which they are affixed. Canopy signs may extend above or below the canopy band.

(b) *Freestanding Monopole Sign*. *Area A* should conform to the requirements of Chapter

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32, *Signs*, of the Municipal Code of Ordinances for *Freestanding Monopole Signs*; however, one (1) *Freestanding Monopole Sign* in this area may be a maximum of 120-feet in height, and have up to three (3) sign faces a maximum of 600 SF each (*i.e. an overall maximum signage area of 1,800 SF*). One (1) additional *Freestanding Monopole Signs -- conforming to the setback requirements of the Municipal Code of Ordinances* -- shall be permitted on the site may be established as *Freestanding Monopole Signs* or *Digital Sign* (*at the same maximum size and square footage permitted for Freestanding Monopole Signs by the Municipal Code of Ordinances*).

(c) *Digital Wall Signage*. In addition to the 15.00% wall signage permitted above, two (2) 700 SF digital wall signs shall be permitted on the building. Digital wall signage shall be subject to the requirements for Changeable Electronic Variable Message Signs (CEVMS) as stipulated by Section 32-233(3) through Section 32-233(6) of the Municipal Code of Ordinances.

(d) *Parking Lot Banner Signs*. Four (4) 12 SF parking lot banner signs shall be permitted per parking aisle (*i.e. a parking aisle consists of two [2] rows of parking on either side of a 24-foot access drive-aisle*). The sign face of a parking lot banner sign may be changed from time-to-time without the need to apply for a sign permit; however, a sign permit will be required to establish a parking lot banner sign.

(e) *Flag Pole Signs*. Up to eight (8) flag poles with flags that have the company's name or logo shall be permitted at main points of ingress/egress into the site pending they do not exceed a maximum height of 30-feet. Flag poles displaying state or national flags shall meet the requirements of the Unified Development Code (UDC).

(C) AREA B [*49.42-Acres*]

(1) *Permitted Land Uses*. Unless specifically provided for by this Planned Development District Ordinance, *Area B -- as depicted on the Concept Plan contained in Exhibit 'C' of this ordinance* -- shall be subject to the land uses permitted within the Commercial (C) District, as stipulated by the *Permissible Use Charts* contained in Article 04, *Permissible Uses*, of the Unified Development Code (UDC), as heretofore amended, as amended herein by granting this zoning change, and as may be amended in the future; however, the following shall apply:

(a) The following land uses shall be permitted *By-Right*:

- Condominiums [(1)], [(2)] & [(3)]
- Home Occupation [(4)]

NOTES:

[(1)]: *FOR THE PURPOSES OF THIS PLANNED DEVELOPMENT DISTRICT ORDINANCE, A CONDOMINIUM SHALL BE DEFINED AS A MULTI-FAMILY DWELLING UNIT, WITHIN WHICH DESIGNATED DWELLING UNITS ARE CONVEYED VIA FEE SIMPLE TITLE, WITH AN UNDIVIDED INTEREST IN THE BUILDING'S COMMON ELEMENTS, TO INCLUDE, BUT NOT BE LIMITED TO, HALLS, STAIRS, ELEVATORS, ROOF, PARKING SPACE, AND THE LAND WHEN THE BUILDING IS NOT CONSTRUCTED ON LEASED LAND. BASED ON THIS DEFINITION, ALL CONDOMINIUMS SHALL MEET THE FOLLOWING: [1] EACH UNIT IN A PROJECT HAS SEPARATE UTILITIES THAT ARE INDIVIDUALLY METERED, AND [2] EACH UNIT IS CONVEYED VIA A FEE SIMPLE DEED.*

[(2)]: *A MAXIMUM OF TWO (2) CONDOMINIUM DEVELOPMENTS ARE PERMITTED TO BE CONSTRUCTED WITHIN AREA B. EACH DEVELOPMENT IS PERMITTED A MAXIMUM OF*

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250-DWELLING UNITS, AND MAY CONSIST OF ONE (1) OR MORE BUILDINGS. IN ADDITION, THE CONDOMINIUM DEVELOPMENT SHALL ADHERE TO THE FOLLOWING:

(1) *CONDOMINIUM WITH PARKING GARAGE. ONE (1) OF THE CONDOMINIUM DEVELOPMENTS SHALL INCORPORATE A PARKING GARAGE THAT IS WRAPPED BY UNITS. THIS DEVELOPMENT SHALL HAVE MINIMAL SURFACE PARKING FOR GUESTS, EMPLOYEES, AND VISITORS. THIS DEVELOPMENT MAY BE A MAXIMUM OF 250-UNITS ON FOUR (4) ACRES (EXCLUDING ROADWAYS). FACADES OF THIS BUILDING SHALL GENERALLY ADHERE TO THE GENERAL OVERLAY DISTRICT STANDARDS; HOWEVER, INTERIOR FACING FACADES (I.E. FACING TOWARDS AN INTERNAL COURTYARD) MAY BE 100% STUCCO OR OTHER CEMENTIOUS MATERIAL PERMITTED BY THE UNIFIED DEVELOPMENT CODE (UDC).*

(2) *CONDOMINIUM WITH SUFACE PARKING. ONE (1) OF THE CONDOMINIUM DEVELOPMENTS MAY BE SURFACE PARKING AND CONSIST OF 250-UNITS ON NINE (9) ACRES. A MINIMUM OF 25.00% OF ALL UNITS SHALL HAVE GARAGES DEDICATED TO SPECIFIC UNITS AND TO WHICH THE GARAGES PROVIDE DIRECT ACCESS TO THE UNIT.*

[3]: *THIS INCLUDES ACCESSORY LAND USES THAT ARE AMENITIES TO THE PROPOSED CONDOMINIUM LAND USE AND WHICH WILL BE APPROVED THROUGH THE PD DEVELOPMENT PLAN.*

[4]: *AS AN ACCESSORY LAND USE TO A CONDOMINIUM UNIT ONLY.*

(a) The following land uses shall be only permitted through a ***Specific Use Permit (SUP)***:

- Business School
- Convalescent Care Facility/Nursing Home
- Retail Store with Gasoline Sales that has Two (2) or Less Dispensers (*i.e. Maximum of Four [4] Vehicles*)
- Retail Store with Gasoline Sales that has more than Two (2) Dispensers

(b) The following land uses shall be expressly ***Prohibited***:

- Agricultural Uses on Unplatted Land
- Animal Boarding/Kennel without Outside Pens
- Animal Hospital or Clinic
- Community Garden
- Urban Farm
- Caretakers Quarters/Domestic or Security Unit
- Convent, Monastery, or Temple
- Motel
- Blood Plasma Donor Center
- Cemetery/Mausoleum
- Church/House of Worship
- College, University, or Seminary
- Emergency Ground Ambulance Services
- Hospice
- Mortuary or Funeral Chapel
- Local Post Office
- Public or Private Primary School
- Public or Private Secondary School
- Temporary Education Buildings for Public or Private School
- Temporary Carnival, Circus, or Amusement Ride

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- Indoor Gun Club with Skeet or Target Range
- Private Club, Lodge, or Fraternal Organization
- Tennis Courts (*i.e. Not Accessory to a Public or Private Country Club*)
- Astrologer, Hypnotist, or Psychic
- Portable Beverage Service Facility
- Temporary Christmas Tree Sales Lot and/or Similar Uses
- Copy Center
- Garden Supply/Plant Nursery
- Laundromat with Dropoff/Pickup Services
- Self Service Laundromat
- Night Club, Discotheque, or Dance Hall
- Pawn Shop
- Permanent Cosmetics [(1)]
- Temporary Real Estate Sales Office
- Rental Store without Outside Storage and/or Display
- Secondhand Dealer
- Bail Bond Services
- Building and Landscape Material with Limited Outside Storage
- Building Maintenance, Service, and Sales without Outside Storage
- Furniture Upholstery/Refinishing and Resale [(2)]
- Rental, Sales, and Service of Heavy Machinery and Equipment
- Locksmith
- Shoe and Boot Repair and Sales
- Trade School
- Minor Automotive Repair Garage
- Automobile Rental
- New or Used Boat and Trailer Dealership
- Full Service Car Wash and Auto Detail
- Self Service Car Wash
- New and/or Used Indoor Motor Vehicle Dealership/Showroom
- New Motor Vehicle Dealership for Cars and Light Trucks
- Used Motor Vehicle Dealership for Cars and Light Trucks
- Recreational Vehicle (RV) Sales and Service
- Service Station
- Temporary Asphalt or Concrete Batch Plants
- Mining and Extraction of Sand, Gravel, Oil and/or Other Materials
- Mini-Warehouse
- Wholesale Showroom Facility
- Commercial Antenna
- Commercial Freestanding Antenna
- Bus Charter Service and Service Facility
- Helipad
- Radio Broadcasting
- Railroad Yard or Shop
- Transit Passenger Facility
- Wireless Communication Tower

NOTES:
(1): *UNLESS ACCESSORY TO A SPA OR HAIR SALON.*

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[2]: *UNLESS ACCESSORY TO A GENERAL RETAIL STORE.*

(2) *Density and Development Standards*. Unless specifically provided for by this Planned Development District Ordinance or as waived by the City Council in a *PD Development Plan*, *Area B -- as depicted on the Concept Plan contained in Exhibit 'C' of this ordinance* -- shall be subject to the density and dimensional standards stipulated for a property in a Commercial (C) District and the IH-30 Overlay (IH-30 OV) District as required by Section 04, *Commercial Districts*, and Section 06, *Overlay Districts*, of Article 05, *District Development Standards*, of the Unified Development Code (UDC) [*Ordinance No. 20-02*] of the City of Rockwall as heretofore amended, as amended herein by granting this zoning change, and as maybe amended in the future; however, the following standards shall apply:

(a) *Building Height*. A maximum building height for any *Condominium* land use shall be 75-feet; however, all other buildings shall comply with the height requirements for the Commercial (C) District.

(b) *Open Space*. A minimum of 20.00% of any lot designated for *Condominiums* shall be devoted to open space.

(c) *Parking Requirements*. The minimum parking requirements for *Condominiums* shall be as follows:

PARKING GARAGE	PARKING REQUIREMENT
ALL UNITS REGARDLESS OF BEDROOMS	1.50 PARKING SPACES/UNIT

SURFACE PARKING	PARKING REQUIREMENT
ONE (1) BEDROOM UNITS	1.50 PARKING SPACES/UNIT
TWO (2) BEDROOM UNITS	2.00 PARKING SPACES/UNIT
THREE (3) BEDROOM UNITS	2.50 PARKING SPACES/UNIT

(D) GENERAL STANDARDS [*AREAS A & B*]

The following general standards shall apply to *Areas A & B* as depicted in the *Concept Plan* contained in *Exhibit 'C'* of this ordinance:

(1) *Approved Landscape Materials*. Unless specifically provided for by this Planned Development District Ordinance, all landscape materials shall conform to the *General Overlay District Standards* as stipulated by Article 05, *District Development Standards*, of the Unified Development Code (UDC).

(2) *Landscape Buffers*. All landscape buffers shall be provided as follows:

(a) *Landscape Buffer Adjacent to the IH-30 Frontage Road*. A minimum of a 20-foot landscape buffer shall be provided along the frontage of the IH-30 Frontage Road (*outside of and beyond any required right-of-way*), and shall incorporate ground cover, a built-up undulating berm, and shrubbery along the entire length of the frontage. Berms and shrubbery shall have a minimum height 30-inches. In addition, three (3) canopy trees and four (4) accent trees shall be planted per 100-linear feet of frontage. A meandering/curvilinear six (6) foot sidewalk/trail shall be constructed within the 20-foot landscape buffer.

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(b) *Landscape Buffer Adjacent to Stodghill Road (FM-3549)*. A minimum of a 20-foot landscape buffer shall be provided along the frontage of the Stodghill Road (*outside of and beyond any required right-of-way*), and shall incorporate ground cover, a built-up undulating berm, and shrubbery along the entire length of the frontage. Berms and shrubbery shall have a minimum height 30-inches. In addition, three (3) canopy trees and four (4) accent trees shall be planted per 100-linear feet of frontage. A five (5) foot sidewalk shall be constructed within the 20-foot landscape buffer.

(c) *Landscape Buffer Adjacent to Conveyor Street and Justin Road*. A minimum of a ten (10) foot landscape buffer shall be provided along the frontage of Conveyor Street and Justin Road (*outside of and beyond any required right-of-way*), and shall incorporate ground cover, a built-up undulating berm, and shrubbery along the entire length of the frontage. In addition, one (1) canopy tree and one (1) accent tree shall be plated per 50-linear feet of frontage. A five (5) foot sidewalk shall be constructed within the ten (10) Foot landscape buffer.

(3) *Signage*. In addition, to the restrictions in Chapter 32, *Signs*, of the Municipal Code of Ordinances, and the requirements of this Planned Development District Ordinance, *Areas A & B* shall be subject to the following signage requirements:

(a) *Traffic Signs*. *Traffic Signs* shall adhere to the requirements of Chapter 32, *Signs*, of the Municipal Code of Ordinances; however, they may be a maximum of four (4) feet in height.

(4) *Variance/Exceptions*. The variance and exception procedures and standards for approval that are set forth in Article 11, *Development Applications and Review Procedures*, of the Unified Development Code (UDC) shall apply to any application for variances or exceptions to the requirements of this ordinance unless a *PD Development Plan* is required.

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February 7, 2024

Mr. Ryan Miller
City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, TX 75087

Re: Case Number Z2024-005

Planning and Zoning Commission,

We are requesting the withdrawal of the Zoning Change Application Case # Z2024-005 submitted on January 19, 2024. We would like to digest the concerns raised and come back with a more detailed plan that provides clarity regarding the proposed project.

Thank you for your consideration and please do not hesitate to contact me should you have any questions with respect to the foregoing.

Very truly yours,

James J. Melino,
Authorized Representative